

• THE AMERICAN •  
**SCANDINAVIAN**  
• REVIEW •

WINTER  
1956



JOHN GILL

fly **SAS**



to **SCANDINAVIA**

...2 direct routes

Via New York or across the polar short-cut, you always enjoy the special service of S A S: you fly in planes flown with a Scandinavian skill respected round the world.



**TRANSATLANTIC**  
from New York

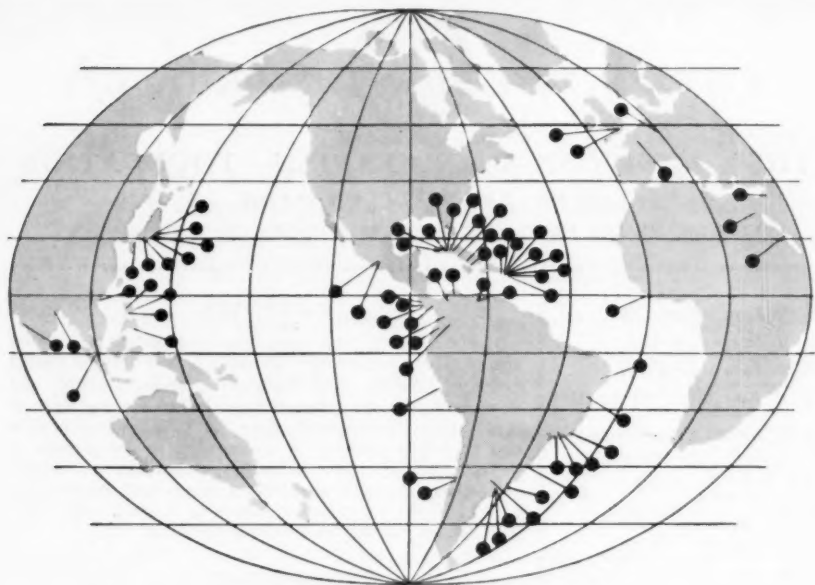
first class luxury of the Royal Viking  
or tourist thrift of the Globetrotter

**TRANSPOLAR**  
from Los Angeles

famous S A S "Flight of the Northern  
Lights" first class or tourist direct from  
California to the Continent

SEE YOUR TRAVEL AGENT  
FOR S A S RESERVATIONS





## How bankers "on the scene" make the difference overseas

You enjoy definite advantages when you bring your international trade and financing questions to our Overseas Division. For The First National City Bank of New York has a staff of over 5,000 Citibankers actually "on the scene" in 70 Overseas Branches, Offices and Affiliates.

This staff is supervised by First National City officers who speak the language and know the customs of the countries where they reside. Their years of experience with local business methods—combined with their thorough understanding of American business and banking procedures—make their advice and assistance invaluable. They offer you complete banking services.

First National City also has correspondent banks located in every commercially important city in the world.

The facilities of our Overseas Division are available to you through any of our 74 Offices in Greater New York, as well as through Head Office. You'll find that the prestige you've built up in this country follows you abroad when you do business through First National City's world-wide branch banking system.

As a customer of First National City, you are entitled to receive our Foreign Information Service. This unique, up-to-date source of overseas business information can be invaluable when you do business abroad.



## *The* **FIRST NATIONAL CITY BANK** *of New York*

Head Office: 55 Wall Street

70 Overseas Branches,  
Offices and Affiliates

75 Offices in  
Greater New York

Member Federal Deposit Insurance Corporation



## THE AMERICAN-SCANDINAVIAN FOUNDATION

ESTABLISHED BY NIELS POULSON IN 1910

NATIONAL HEADQUARTERS: 127 EAST 73RD STREET, NEW YORK 21, N.Y.

### PATRONS

H. M. KING FREDERIK IX  
OF DENMARK  
H. E. ASGEIR ASGEIRSSON,  
PRESIDENT OF ICELAND  
H. M. KING HAARON VII  
OF NORWAY  
H. M. KING GUSTAF VI ADOLF  
OF SWEDEN

### HONORARY TRUSTEES

H. R. H. PRINCE KNUD  
OF DENMARK  
HON. BJORN THORDARSON  
OF ICELAND  
H. R. H. CROWN PRINCE OLAV  
OF NORWAY  
H. R. H. PRINCE BERTIL  
OF SWEDEN

### BOARD OF TRUSTEES

LITHGOW OSBORNE, *Chairman of the Board*  
HENRY GODDARD LEACH, *Honorary President*  
RAYMOND DENNETT, *President*  
CHARLES S. HAIGHT, *Vice-President*  
NILS R. JOHANESON, *Vice-President*  
H. CHR. SONNE, *Treasurer*  
CONRAD BERGENDOFF  
ROBERT WOODS BLISS  
EDWIN S. BURDELL  
CLIFFORD NICKELS CARVER  
JAMES CREESE  
S. A. HARAM  
HALLDÖR HERMANNSSON  
EDWIN O. HOLTER  
DONALD F. HYDE  
VILAS JOHNSON  
A. SONNIN KREBS  
G. HILMER LUNDRECK, JR.  
RAY MORRIS  
KENNETH BALLARD MURDOCK  
J. A. O. PERUS  
A. QVISTGAARD-PETERSEN  
ROBERT E. SPILLER  
LEIF JOHN SVERDRUP  
ERIK THUNE  
HAROLD C. UREY  
ARTHUR K. WATSON  
GUSTAV WEDELL  
ROLF G. WESTAD  
SIXTEN F. WOLLMAR

### ADMINISTRATION

RAYMOND DENNETT, *President*  
RUTH C. BRUCE, *Assistant Secretary and Assistant Treasurer*  
ERIK J. FRILS, *Director of Publications and Editor of "The American-Scandinavian Review"*  
DAVID HALL, *Director of the ASF Music Center*  
PAUL J. MCKOSKEY, *Director of the Student and Trainee Division*  
FRANCES DALE, *Director of Public Relations*  
GUDDRUK ERENFELT, *Librarian*

### PURPOSES

The objects of The American-Scandinavian Foundation are: 1. To advance the cultural relations of the United States of America with Denmark, Iceland, Norway, and Sweden. 2. To strengthen the bonds between residents of Scandinavian descent in America. 3. To act as an institution of higher learning in maintaining an interchange of students, teachers, and lecturers, publications, art, music, and science between the United States and Scandinavia. 4. To advance Scandinavian culture in America and American culture in the Scandinavian countries.

### MEMBERSHIP

All who are in sympathy with the aims of the Foundation are invited to become members.

Associate Members pay \$6.00 a year (New York Metropolitan Area \$10.00) and receive *The American-Scandinavian Review* and the monthly bulletin SCAN.

Sustaining Members pay \$15.00 a year; they receive the *Review* and SCAN as well as the new books published by the Foundation during the year.

Annual Sponsors pay \$100.00 a year and receive the *Review* and SCAN as well as current ASF books.

All members are entitled to a 25% discount on the price of all ASF books.

### CHAPTERS

Chapters of the Foundation have been organized in the following ten cities: New York, N.Y., Chicago Ill., Boston, Mass., Rock Island, Ill., Blair, Neb., Los Angeles, Calif., Berkeley, Calif., Santa Barbara, Calif., Seattle, Wash., and Minneapolis, Minn.

All members of the Foundation are automatically enrolled as members of a Chapter if one exists in their neighborhood.

### ASSOCIATED SOCIETIES

Denmark: Danmark-Amerika Fondet, Nytorv 9, Copenhagen K.

Iceland: íslensk-ameríska félagið, Hafnarstræti 19, Reykjavík.

Norway: Norge-Amerika Foreningen, Kirkegaten 15, Oslo.

Sweden: Sverige-Amerika Stiftelsen, Grevturegatan 14, Stockholm.



# The American-Scandinavian Review

VOL. XLIV

DECEMBER, 1956

NUMBER 4

Published by THE AMERICAN-SCANDINAVIAN FOUNDATION

**Erik J. Friis, Editor; Henry Goddard Leach, Consulting Editor**

THE REVIEW is published quarterly, in March, June, September and December. Price \$4.00. Single copies \$1.00. Associates of the Foundation receive the REVIEW upon payment of membership dues.

Editorial and executive offices, 127 East 73rd St., New York. All communications for publication should be addressed to the editorial office.

Second class mail privileges authorized at New York, N.Y. Copyright 1956 by The American-Scandinavian Foundation.

Order the REVIEW and book publications in:

*Denmark:* Einar Munksgaard, Nørregade 6, Copenhagen K.

*Iceland:* Íslensk-ameríska félagid, Hafnarstræti 19, Reykjavík.

*Norway:* A/S Narvesens Kioskkompani, P.O. Box 125, Oslo.

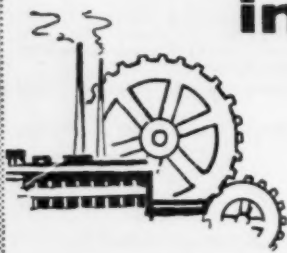
*Sweden:* Wennergren-Williams A.B., Box 657, Stockholm I.

*Great Britain and Dominions:* Oxford University Press, Amen House, Warwick Square, London, E.C.

## CONTENTS

	PAGE
SANCTA LUCIA. A Traditional Swedish Christmas Hymn. English Version by E. E. Ryden. Drawn by Axel Andersen .....	Frontispiece
SHETLAND'S VIKING FIRE FESTIVAL. By E. R. Yarham. Three Illustrations .....	319
A DANISH AIR PIONEER. By John Foltmann. Eight Illustrations .....	325
THALIA IN REYKJAVÍK. By Einar Haugen. Five Illustrations .....	335
RAGNAR GRANIT AND THE SENSE OF IDEAS. By Stephen E. Seadler. One Illustration .....	341
AMERICAN STUDIES IN NORWAY. By Richard Beale Davis .....	348
VICTOR BORGE: SHOWMAN EXTRAORDINARY. By Inez Lind. One Illustration .....	354
KIRUNA CHURCH BELL. A Poem. By Albert Engström .....	358
THE SWEDISH STATE RAILWAYS. 1856-1956. By Vincent H. Malmstrom. Ten Illustrations .....	359
THE PROPOSAL. A Short Story From Iceland. By Thorsteinn Stefánsson .....	371
BOOKS FOR AMERICAN LIBRARIES. 1955 Selections. Denmark, Iceland, Norway, Sweden .....	374
SCANDINAVIANS IN AMERICA .....	382
THE QUARTER'S HISTORY. Denmark, Iceland, Norway, Sweden. One Illustration .....	385
BOOKS .....	395
MUSIC NOTES .....	401

## Business or pleasure in Norway



### KREDITKASSEN

*Christiania Bank og Kreditkasse*

OSLO, NORWAY — TELEGRAMS: KREDITKASSEN

## DEN DANSKE LANDMANDSBANK

*Head Office: 12, Holmens Kanal,  
Copenhagen.*



The Bank has 46 metropolitan and district branches and is represented throughout Denmark by provincial branches or correspondents.

### DEN DANSKE LANDMANDSBANK

maintains business relations with leading banks throughout the World.

**Telegraphic Address: LANDMANDSBANK**



FOR YOUR BANKING  
FACILITIES IN  
DENMARK



KJØBENHAVNS HANDELSBANK  
(*The Commercial Bank of Copenhagen*)  
2 HOLMENS KANAL • COPENHAGEN K

—the modern bank  
with the good traditions

# STOCKHOLMS ENSKILDA BANK

ESTABLISHED 1856



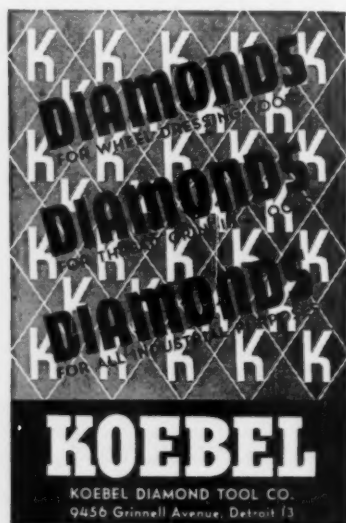
AT YOUR SERVICE

FOR EVERY DESCRIPTION OF BANKING TRANSACTIONS

When answering advertisements, please mention THE AMERICAN-SCANDINAVIAN REVIEW

# EKSTRAND AND THOLAND

420 LEXINGTON AVE., NEW YORK 17, N.Y.



**DIAMONDS**  
FOR WHEEL DRESSING  
**DIAMONDS**  
FOR TIRE GRINDING  
**DIAMONDS**  
FOR ALL KINDS OF GRINDING

**KOEBEL**  
KOEBEL DIAMOND TOOL CO.  
9456 Grinnell Avenue, Detroit 13



## Den norske Creditbank

OSLO, NORWAY

A bank of  
Commerce, Industry and Shipping

Cables: Teleprinter:  
Creditbank Oslo 1175

and at

Arendal • Brumunddal • Flisa • Grimstad  
Kongsberg • Kongsvinger • Larvik • Lille-  
sand • Lyngdal • Mandal • Porsgrunn  
Risør • Sandvika • Skarnes • Ski • Sta-  
vanger • Tvedestrand • Tønsberg

When answering advertisements, please mention **THE AMERICAN-SCANDINAVIAN REVIEW**

**THE GREAT CIRCLE ROUTE**

**Lowest Air Fares to Europe!**

Fly the Great Circle Route to Europe at the *lowest* transatlantic air fares obtainable anywhere. Douglas dependability with U. S.-trained Scandinavian pilots and crews gives you the *highest* in flight performance, comfort and on-time arrival. Enjoy excellent meals, reclining seats, friendly, attentive service all the way.

Scheduled C.A.B. Certificated Flights from New York via ICELAND to  
 Norway • Sweden • Denmark • Germany • Britain  
 Direct connections to all Europe.

ASK ANY TRAVEL AGENT OR

**ICELANDIC AIRLINES**

15 West 47th Street, New York 36, PL 7-8585  
 37 South Wabash Ave., Chicago 3, FI 6-2341  
 209 Post St., San Francisco 8, Calif. YU 2-1036

### Have YOU Read . . . .

The Prose Edda, by Snorri Sturluson	\$3.00	The Three Ibsens, by Bergliot Ibsen	\$3.00
Norse Mythology, by Munch & Olsen	3.75	A Pageant of Old Scandinavia, ed. H. G. Leach	5.00
The Saga of the Volsungs	3.75	Marie Grubbe, by J. P. Jacobsen	3.00
A History of Norway, by Karen Larsen	7.50	Anthology of Swedish Lyrics	5.00

American Scandinavian Studies, by A. B. Benson \$5.00

*Associates of the Foundation are entitled to a 25% discount on all book purchases.*

Order from

**THE AMERICAN-SCANDINAVIAN FOUNDATION**

127 East 73rd Street, New York 21, N. Y.

When answering advertisements, please mention THE AMERICAN-SCANDINAVIAN REVIEW

## ENGINEERING AND EQUIPMENT FOR CEMENT, LIME AND ORE PLANTS



ROTARY  
KILNS

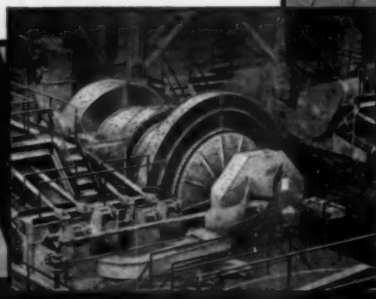
### ROTARY KILNS

For sintering, nodulizing, calcining, desulphurizing and oxidizing and reducing roasting—also coolers, pre-coolers, preheaters, recuperators—and their accessories.

### GRINDING MILLS

Ballmills, tubemills and multi-compartment mills—wet or dry grinding—open or closed circuit—also air swept for grinding and drying.

GRINDING  
MILLS



## F. L. SMIDTH & CO.

INCORPORATED U.S.A. 1895

11 WEST 42nd STREET

NEW YORK, N. Y.

When answering advertisements, please mention THE AMERICAN-SCANDINAVIAN REVIEW

# Cellulose Sales Company

INCORPORATED

250 PARK AVENUE, NEW YORK 17, N.Y.

REPRESENTATIVE IN U.S.A. OF  
THE SWEDISH CELLULOSE COMPANY  
SUNDSVALL, SWEDEN



## WOOD PULP

*Bleached Sulphite*

*Paper and Dissolving grades*

*Strong and Easy-Bleaching  
Unbleached Sulphite*

*Strong Unbleached and  
Bleached Kraft*

*Ground Wood*

When answering advertisements, please mention THE AMERICAN-SCANDINAVIAN REVIEW



# GLOBE

SLICING MACHINE CO., INC.

STAMFORD, CONNECTICUT

*Manufacturers of*

SLICING MACHINES  
COMPUTING SCALES  
MEAT CHOPPERS



When answering advertisements, please mention THE AMERICAN-SCANDINAVIAN REVIEW



By Appointment  
to His Majesty  
King Frederik IX  
Purveyor of Cherry Heering



By Appointment  
to His Majesty  
King Gustaf VI Adolf  
Purveyor of Cherry Heering



By Appointment  
to Her Majesty  
Queen Elizabeth II  
Purveyor of Cherry Heering



By Appointment  
to Her Majesty  
The Queen of the Netherlands  
Purveyor of Cherry Heering



# CHERRY HEERING

WORLD FAMOUS LIQUEUR SINCE 1818

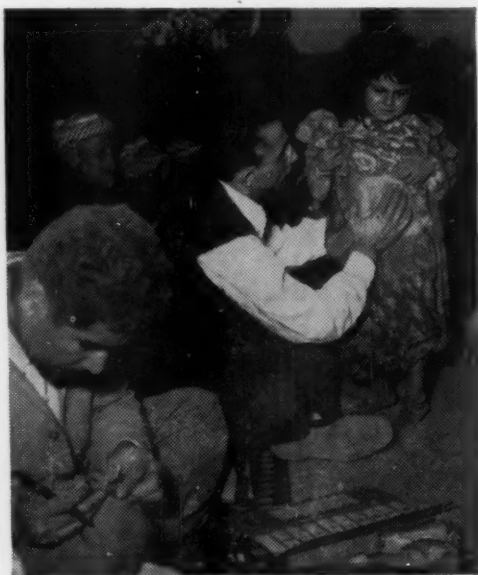
49 PROOF : SCHENLEY IMPORT CORPORATION, NEW YORK, N. Y.

When answering advertisements, please mention THE AMERICAN-SCANDINAVIAN REVIEW

## *What is* UNICEF?

UNICEF—the United Nations Children's Fund—is an international cooperative for children through which voluntary contributions from governments and individuals are distributed. Today 98 countries and territories receive supplies and equipment for permanent national programs of nutrition, disease control, and health services for mothers and children. During 1956, 37 million children and mothers will benefit directly from UNICEF. Aid goes to countries that **need** help and **request** help and will do their share in administering programs without regard to race, creed or politics.

UNICEF is not charity. Assisted governments match the value of all aid with local goods and services, on a self-help basis. Currently they are spending an average of \$2 for every UNICEF \$1. (This matching is over and above contributions from assisted governments to the general UNICEF fund.) UNICEF aid is coordinated with the work of the World Health Organization, the Food and Agricultural Organization, and U.S. and other bilateral aid programs.



Your contribution to the United Nations Children's Fund (UNICEF) can do so much for so little for the 600,000,000 children of the world who suffer from malnutrition or disease. Many of these children are doomed to early death, or, if they survive, to a maimed and enervated maturity—unless the conscience of the world intervenes.

As little as a dollar (or its equivalent in any currency) may start some needy child along the road to health and a productive adulthood. By giving to UNICEF, you help supply food, medicine and public health equipment to the children who need it most in the underdeveloped areas of the world. UNICEF reached more than 32.5 million children and their mothers in 91 countries last year.

---

## UNITED NATIONS CHILDREN'S FUND

UNITED NATIONS, NEW YORK

When answering advertisements, please mention THE AMERICAN-SCANDINAVIAN REVIEW



# The Borregaard Company, Inc.

*Norway House*

290 MADISON AVENUE  
NEW YORK 17, NEW YORK



*Sole Representatives in the United States  
of*

A/S BORREGAARD — SARPSBORG, NORWAY

High Grade Bleached Sulphite Pulps for Paper making

High Alfa Pulp for Photo

Rayon Pulp V-S and Super Rayon V-S

Alcohols

Chemicals

A/S BORREGAARD, DIVISION SUPRAL — SARPSBORG, NORWAY

Viscose Rayon Staple Fiber, Dull and Bright

A/B MOLNBACKA-TRYSIL — FORSHAGA, SWEDEN

High Grade Bleached Sulphite Pulp, Paper & Dissolving Grades

Kraft Paper

A/B EDSVALLA BRUK — EDSVALLA, SWEDEN

High Grade Bleached Sulphite Pulp for Paper making

Rayon Pulp

THE KELLNER-PARTINGTON PAPER PULP CO LTD. —

HALLEIN BEI SALZBURG, AUSTRIA

Villach — Bleached Sulphite for Paper making

Hallein — Bleached Sulphite for Paper making and Dissolving Pulp



*A Traditional Swedish Christmas Hymn*

Hark! through the darksome night  
Sounds come a-winging;  
Lo! 'tis the Queen of Light,  
Joyfully singing;  
Clad in her garments white,  
Wearing her crown of light,  
Sancta Lucia! Sancta Lucia!

Deep in the northern sky  
Bright stars are beaming;  
Christmas is drawing nigh,  
Candles are gleaming.  
Welcome, thou vision rare,  
Lights glowing in thy hair,  
Sancta Lucia! Sancta Lucia!

Night soon shall flee away  
With its dark dreaming;  
Radiant shall be the day  
With sunlight streaming.  
This is thy promise bright,  
Maiden with crown of light:  
Come, cara mia! Sancta Lucia!

*English Version by E.E. Ryden*

# THE AMERICAN-SCANDINAVIAN REVIEW

---

VOL. XLIV

DECEMBER, 1956

NUMBER 4

---

## SHETLAND'S VIKING FIRE FESTIVAL

BY E. R. YARHAM

THE MAGNIFICENT festival of Up-Helly-Aa which is celebrated at Lerwick, capital of the Shetland Islands, every year during the last week of January, owes its origin to the viking colonization of the islands which took place during the ninth century.

It is claimed, and it is probably true, that no other festival connected with British folklore can equal in impressiveness this ancient Norse carnival. There is little doubt that in essentials this celebration has persisted since the days when the sea rovers descended upon the islands a thousand years ago, and for sheer picturesqueness the torchlight procession of the vikings with their Guizer Jarl in panoplied array, is unsurpassed by any celebration held elsewhere.

For six centuries the Shetlands belonged to Norway, from which they are separated by only 200 miles of sea. They recapitulate, as it were, the stormy history of the home of the sea rovers, and names, usages, and beliefs bring the ghost of old Scandinavia to life again at this distant period. The Shetlands are, indeed, saturated with Scandinavian atmosphere. Lying as they do midway between Britain and Scandinavia it was only to be expected that these northern outposts of Europe (the old Greeks and Romans knew them as Ultima Thule, the "farthest land" or the "end of the world") formed a kingdom where the vikings could taste the fierce joys of piracy, feasting, and combat.

On every hand the visitor will see evidence of the stormy history of those ancient times—here a mysterious stone circle marking the scene of some ancient Pictish rites; a burial-mound, where the people of the Stone Age laid their chieftain to rest; a ruined tower, crumbling stronghold of a van-



ished race. Of the pre-historic peoples remains exist in the form of stone circles, two in Fetlar and three in Unst; ancient stones have been found bearing inscriptions in Ogham, the ancient British alphabet; and a thousand-year-old drawing of a viking ship scratched on a piece of slate has been found too.

This last is of extraordinary interest, for although about fifty other pieces of slate decorated with designs were found, none contained so ambitious a drawing as this. It has a mast forward, with stays and shrouds. There were probably ten oarsmen, three steersmen and the captain, suggested by strokes. The drawing was found at Sumburgh Voe, where an immense amount of evidence of the far-off days of the vikings has been found. Storms uncovered ruins of very ancient dwellings, and the finest house discovered and excavated there, is of the viking type. It is 96 feet long, and had two fireplaces, and a raised dais for table and benches. The house was roofed with turf and timber. The oven was sunk in the floor of the kitchen, and within it to half its depth were broken burnt stones, used for cooking, with numerous fish bones among them. The Ancient Monuments Commission has carried out important excavation work in the islands.

In some ways the festival of Up-Helly-Aa bears resemblance to the celebrations connected with the worship of the sun, once widespread in Northern Europe, and the season when it is held is almost coincident with them. Up-Helly-Aa celebrated the return of the sun, and was held previous to the renewed marauding expeditions in the spring. At one time it began with the turn of the year and lasted a month. Now the festival lasts only a few hours, although with better organization it has become more spectacular every year.

The hackneyed phrase, "once seen, never forgotten," is indeed true of Up-Helly-Aa. The splendid galley, exact replica of the ancient Serpent Ship of the vikings, the blazing torches, the fancy dresses, the Guizer Jarl magnificent in his war apparel, helmet, battleaxe, and shield, followed by his guizers, the generous hospitality of the townsfolk expressed by well-laden festive tables, the dancing and the revelry, which are kept up till morning, appeal irresistibly and impress themselves imperishably upon the memory. Thus today the festival has become one of spectacle and amusement, but in the olden days the Norsemen thought by offering the ship as sacrifice to the sun it would ensure fair winds for their galleys and good weather for their crops, while the burning torches speeded the sun's return.

The master of the revels, chosen by popular vote between Christmas and the New Year, becomes the viking captain, or Guizer Jarl. It was from the latter word that the title of "earl" derived. The Guizer is really a survival of the "mummers" who have survived longer in the North than anywhere. Formerly these masqueraders, expert in dramatic representa-



*The Scottish Tourist Board*

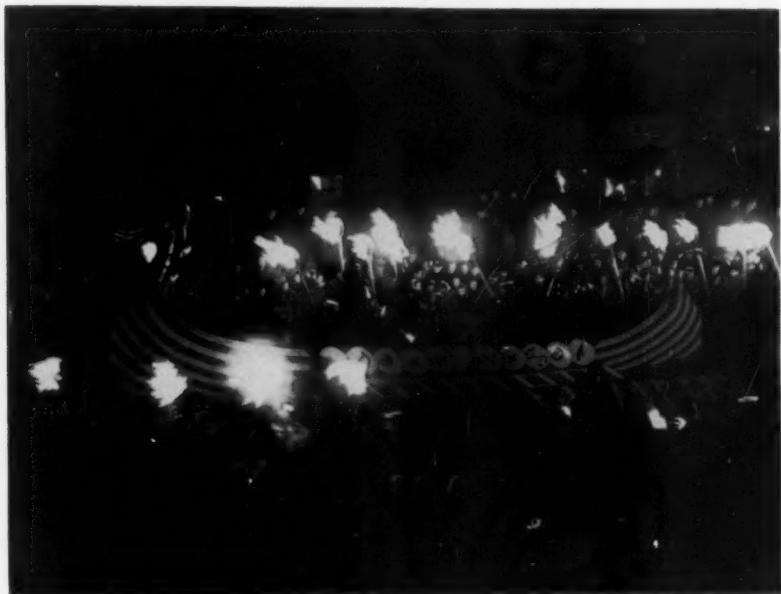
*THE NORSE VIKING SHIP WITH PART OF THE CREW*

tion, played a great part in the Christmas and New Year festivities in Britain and on the Continent. The Guizer Jarl has a committee to assist him, and there are about 350 to 400 guizers in all, drawn from many trades and professions. They are divided into squads of from eight to a dozen men, each group dressed alike.

The most important object in the procession is the great Norse war galley,

*The Scottish Tourist Board***THE GUIZER JARL**

Sea Dragon or Sea Eagle (Sæorn). Its use vividly recalls the Norse practice of placing a dying Jarl in his galley, setting it on fire and sending it out to sea. Thus would his soul be assured of a safe arrival in the Norse heaven, Valhalla, with Thor and Odin, the chief gods of the Vikings. Charles Mackay has written a poem describing in moving lines the scene. The opening runs thus:

*The Scottish Tourist Board**THE PARADE OF THE VIKINGS THROUGH LERWICK*

"My strength is failing fast,"  
Said the sea-king to his men,  
"I shall never sail the seas  
Like a conqueror again,  
But while yet a drop remains  
Of the life blood in my veins  
Raise, oh, raise me from my bed,  
Put the crown upon my head,  
Put my good sword in my hand,  
And so lead me to the strand,  
There my ship at anchor rides,  
Steadily;  
If I cannot end my life  
In the crimsoned battle strife,  
Let me die as I have lived,  
On the sea."

The model is an accurate copy of the longships in which the Shetlanders' ancestors sailed as pirates, spreading terror in Britain, so that the people prayed, "From the fury of the Norsemen, good Lord deliver us." At its prow rises the fierce serpent's head, and around the sides hang the shields

of the warriors, and at the bows stands out the great ram. The Guizer Jarl takes up his position at the helm of his longship, which is steered by means of an oar. On the mast is a furled sail, and the Raven flag floats to the breeze. Norse symbols are painted round the gunwhale, and the effectiveness of the longship is added to by the scheme of painting. Blues, greens, silver, and red are cunningly used to disguise the ship from head to tail, so that it truly resembles a great fish.

The vessel rests on a wheeled platform painted to look like the sea, and it is dragged down to the harbor, bearing the Guizer Jarl and his guizers, in full viking dress. The celebrations begin at half past eight at night, when the torches are set alight, affording a splendid sight as they wind away for a distance of about a quarter of a mile. The procession parades the principal streets of Lerwick, with much singing and cheering, as the doomed ship is accompanied on its way down to the sea. But although spirits are high, nothing is allowed to get out of hand, and perhaps the most marked feature of the festival is the orderliness and almost military precision with which it goes off.

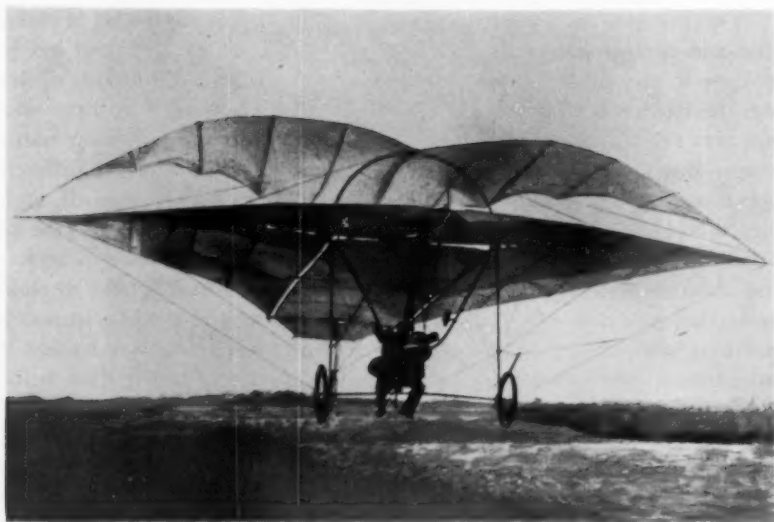
When the galley arrives at the pier-head the guizers surround her, and the old-time songs connected with the sagas are sung, including the Up-Helly-Aa song and the "Norseman's Home." Then the Guizer Jarl leaps from the longship, and this is the signal for the guizers to hurl their hundreds of blazing torches into the boat. Very soon the blackness is illuminated by leaping flames as the proud vessel burns from end to end with roar and crackle. While the galley is blazing fiercely there is a display of fireworks from a hill overlooking the harbor.

One feature of the festival is the "Guizers' proclamation," which is displayed at the Market Cross, and consisting of local jokes and skits. It is said that the distinction of being mentioned on this bill is not sought after, and that many a rash statement at the Council table or an unpopular action has been regretted when it appeared on the proclamation after the expert doctoring of the "Jokes Committee."

Meantime the busy housewives of the town have sacrificed some part of their enjoyment to prepare good things for others. For after the procession and burning of the ship, the squads of guizers are entertained by various people, and merry-making goes on throughout the night, and is kept up till morning. Fortunately next day is a holiday, and one would imagine the revellers had earned their rest.

But as a matter of fact, the guizers still do not get any rest, for in the morning they parade the streets and collect funds for the hospital.

*E. R. Yarham is a British author who has written many articles on Scandinavian subjects.*



*THE FIRST FLIGHT AT LINDHOLM ON SEPTEMBER 12, 1906*

## A DANISH AIR PIONEER

BY JOHN FOLTMANN

**W**HETHER THE Dane Jacob Christian Ellehammer was the first European to fly in a heavier-than-air machine is difficult to say with certainty; it is a fact, however, that he made his first flight on September 12, 1906, in an airplane which he had constructed himself and which was driven by a motor which he also had built. This flight was indeed an achievement of which Danes can be proud, especially this year, in which the fiftieth anniversary of his flight is being celebrated. His countrymen have marked the anniversary with the issuance of a postage stamp showing his first flight on the island of Lindholm. The event was also commemorated earlier this year with a fine exhibition of all of Ellehammer's inventions in the Copenhagen City Hall.

Even though he was the first Dane actually to get up in the air, Ellehammer was not the first one in Denmark to give thought to the problem of flying. Ludvig Holberg wrote about flying about 200 years ago; in one of his epistles we may read:

"Two things which man has worked on quite in vain are the art of making gold and flying through the air. From the story which My Lord has just told me it may be seen that certain people are still of the foolish opinion that the latter can be done, and that by attaching to oneself artificial wings one may rise up in the air in the same way as birds do with their natural wings. But if such weakminded people would only consider the difference between the heavy bodies of humans and the light bodies of birds, and if they would observe closely the shape of the wings of birds, and also the tail, which the birds utilize as a rudder, in addition to many other proprieties and abilities with which Nature alone has endowed and is able to endow them, they will desist from such an attempt and realize it to be impossible and may also bring about more harm than usefulness, even having the same consequences as the making of gold, of which I have written before; so that it is quite believable that God for the good of mankind has made such a thing impossible. Because, if humans were able to learn to fly, then the whole world would be transformed. People would have to leave their cities and towns, and, following the example of birds of prey, would have to seek shelter in caves, inasmuch as walls and bastions could not protect a man against the power of another. In short: Governments, alliances, and leagues would completely cease to exist, as they would not serve any useful purpose; and we would witness people living in caves or at mountain tops and flying down from there to pillage and plunder and return with their prey. Thus the wonderful asset which men envy the animals will cause their own destruction."

Another renowned Danish author wrote about the problem of flying over a hundred years later. Hans Christian Andersen tells in his fanciful tale "In Thousands of Years", which was published in 1853, about the visit to Europe of American tourists who arrive in caravans of airships driven by steam engines.

These two great sons of Denmark had to be satisfied with writing and thinking about this great challenge to men. Ellehammer became the first Dane to make these dreams come true.

Ellehammer's interest in flying may be traced all the way back to his boyhood. He was born on June 14, 1871, at Bakkebølle, near the town of Vordingborg. His father, an entrepreneur, made a name for himself with a tremendous engineering feat which he completed with his two brothers, namely, the draining of the Bay of Vaalse.

Jacob Ellehammer spent his boyhood years on the island of Falster. On the flat fields of Vaalse he and the almost ever-present winds became fast friends and playmates. He built ice-boats and small cars with sails, he played with model sail boats and in real vessels. The wind-mills which his father used for the dams, provided him with the inspiration to construct



J. C. H. ELLEHAMMER

models of wind-mills and wind-driven motors to lift water.

He tells about another use of his wind motors in his book *Jeg fløj* ("I flew"): "I can remember how we boys once built a wind motor for mother's coffee grinder. It worked splendidly. The coffee grinder revolved to every one's, including mother's, great joy. But it lasted only a short time. For on the second day the connecting belt got wound around the coffee grinder, which we had just filled to the brim with coffee beans, and everything was thrown up in the air and far away, and the beans were scattered all over. Thereupon the application of mechanical force to the grinding of coffee was prohibited, and we had to work the coffee grinder by hand."

His favorite game, playing with kites, was later to become of special importance to his work. He constructed huge kites from old sails, and he and his comrades competed among themselves to see whose kite could lift the heaviest burden. They even advanced so far that they could be carried by the kites when the wind was strong enough. The kites they used had



the shape of a right-angle triangle, with the right angle in the rear. The kites were fastened to the ground with four wires, and the boys could adjust the wires and in time were able to determine the angle which would give the kite the greatest possible buoyancy, namely, an angle of about 10 degrees.

Ellehammer was trained as a watchmaker and mechanic and received a good grounding in electromagnetism. He worked for a time in these various fields, but after the turn of the century he concentrated on the manufacture of motor-cycles, and this work provided him with a thorough knowledge of light motors.

What actually inspired Ellehammer to attempt the construction of an airplane is not quite clear. During his work with motor cycles the thought occurred to him that he should be able to construct a motor which would be more powerful although lighter than the one used in a motor-cycle. If he could do that, it would indeed be possible to fly. This light and powerful motor was to take the place of the front wire of the kites of his boyhood; but there was also a problem of stability.

Ellehammer says in his book that in Europe around the year 1905 there had been rumors about the attempts of the Wright brothers (who succeeded in making the first heavier-than-air flight on December 17, 1903), but no one in Europe seemed to take these rumors seriously. It was known, however, that experiments were being made in France to construct heavier-than-air aircraft.

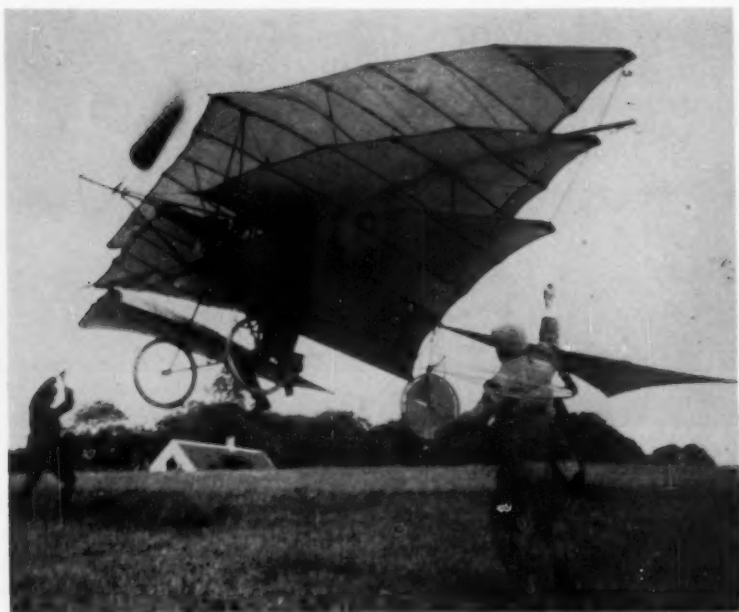
As far as we can ascertain, there were no existing designs and information for Ellehammer to base his work on. He does not seem to have known about the then available literature about the other attempts being made. What he relied on and based his whole work on was his knowledge of kites and light motors.

#### *The First Experiments*

Ellehammer's first task was the construction of a motor weighing no more than five pounds per hp. At the same time he built in his so-called "laboratory" in Istedgade in Copenhagen a whole series of model planes. The tests with these models were in 1905 followed by the construction of a big airplane. It was built on the top floor of his "laboratory".

Through the kindly interest of Count Knuth he was given permission to continue his experiments on the little island of Lindholm between Sweden and Denmark, and here he could make his first experimental flights without interference.

Ellehammer's first aircraft was a monoplane, but it never got off the ground, — the motor was too small. The following year he made an attempt with a biplane, and did much better. Both the plane and the motor were of a very special design. The motor was air-cooled, stationary, with the cylinders placed in the shape of a star and built according to the same



Danish Information Office

ELLEHAMMER'S TRIPLANE OF 1907, EQUIPPED WITH  
A THREE-CYLINDER ENGINE

principle which is often used today. An American journal wrote many years ago that Ellehammer's motor was the prototype of the star-shaped "Whirlwind" motor which was used by Charles Lindbergh in his *Spirit of St. Louis*.

Ellehammer's first airplane motor had only 9 horsepower, but, as it was too small, he built a larger one of 18 horsepower; with this motor he succeeded in getting up in the air.

*The First Flight*

This great event took place on September 12, 1906. The flight covered a distance of about 46 yards and was made at an average altitude of 21½ feet. His cousin Lars Ellehammer, who assisted in the flying attempts on Lindholm, says in his diary:

"Tried out the aircraft on the field. Wind 2-3 meters. Direction NE. Drove around the course, and flew with front and rear wheel ½ meter off the ground for about 42 meters. Ellehammer in the plane the whole time. Took pictures of the flight. Leak in carburetor. Fixed it."

*Danish Information Office*

THE BIPLANE, BUILT IN 1908, WITH WHICH ELLEHAMMER  
WON THE COMPETITION AT KIEL

Many have maintained that this was the first airplane flight ever made in Europe. Unfortunately, it was not an officially controlled flight, and this is the reason that the credit for the first flight made in Europe has been given to the Brazilian Santos Dumont. Dumont made a flight in the vicinity of Paris on November 12 the same year, and this flight was controlled by officials from the recently organized International Federation of Aeronautics. But this does not, of course, reduce in any way the importance of Ellehammer's achievement. The two men worked independently of each other and each succeeded in his own way in getting off the ground in a machine heavier than air. If the International Federation of Aeronautics (founded 1905) had been better known in Denmark at that time, there would no doubt have been a club or a similar body in Denmark affiliated with the international federation, and this club would then have undertaken to control the flight. But no matter whether his first flight took place before or immediately after the one made by Santos Dumont, Ellehammer's feat is equally important.

#### *Continued Flight Experiments*

After the test flights on Lindholm, Ellehammer transferred the scene of his experiments to the vicinity of Copenhagen. He had his factory there, making it easier for him to make the necessary reparations. In addition, the Lindholm field had grown too small. The experiments were continued on the farm Kollekolle, and in the winter on the frozen-over Bagsværd Lake and, later, on the field of Eremitage.

Here Ellehammer made 200 flights in a biplane driven by a 30 hp. motor. The whole airplane with engine did not weigh more than 165 pounds.



*THE MONOPLANE BUILT IN 1909*

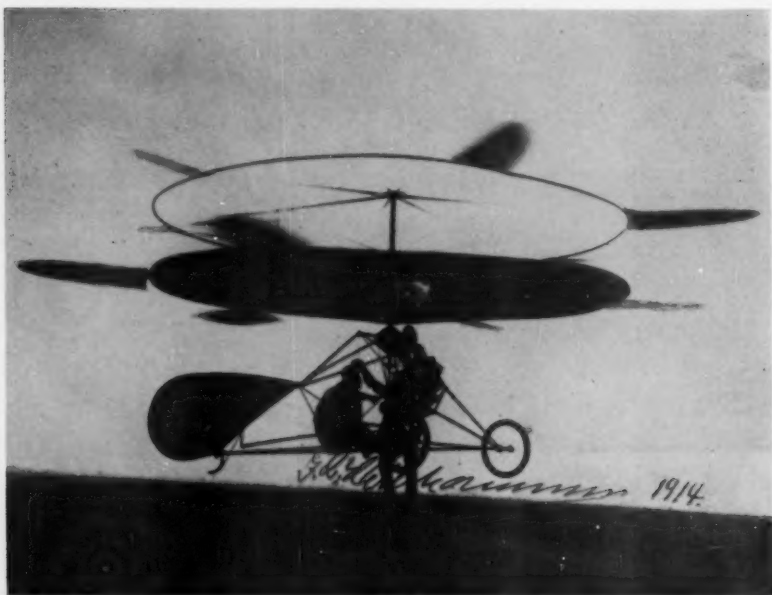
This very same size and type of engine was used by Ellehammer when he took part in the first air show in Europe. It was held in Kiel, Germany, in June, 1908. There were not many participants, for the requirements for those who entered were, for those days, not at all easy: one had to remain in the air for one whole minute, and the prize was 5,000 marks.

The starting place was the athletic field at Kiel, which was about 330 yards long. There was, however, some uncertainties about how much distance was needed for the start and the landing. An immense interest in these flights had been created and about 30,000 people, including Prince Heinrich, were present on the big day.

And Ellehammer won first prize. True enough, he did not succeed in flying for a whole minute, but he was the only entrant who was able to get off the ground!

Both before and after this exhibition at Kiel he made numerous trial flights at the Eremitage field. He tells in his own words how it happened that he one day made a "long" flight. "I had just started," he says; "the plane had gained such a speed that it could rise, when I suddenly saw in front of me a flock of deer. I had to get up higher in order not to plow right into them. I pulled at the controls for the elevator, and just about skimmed over the heads of the frightened animals and landed safely over 600 yards from the place I started. It was the longest flight I had made up to then."

In the course of the year 1909-10 Ellehammer built a monoplane, the so-called "Ellehammer-Standard". In the spring of 1910 he practiced faith-



ELLEHAMMER'S HELICOPTER, WHICH MADE ITS FIRST FLIGHT IN 1912



*Danish Information Office*

ELLEHAMMER'S FLYING BOAT, WHICH IS NOT  
ACTUALLY KNOWN TO HAVE MADE A FLIGHT

*Danish Information Office**SOME OF ELLEHAMMER'S PLANES HAD COLLAPSIBLE WINGS*

fully on the air field at Kløvermark Road; he practiced for the first flight to be made across the Sound to Sweden; the Ellehammer plane, with Count Moltke as pilot, competed with several French planes.

About this time the competition from the big foreign airplane companies became so severe that Ellehammer stopped building planes; but before taking this step he had also constructed the first hydroplane, which was tried out at the harbor of Sydhavn in Copenhagen.

*Ellehammer Builds Helicopters*

But he did not give up his experiments completely. Although he ceased his test flights with airplanes, he turned to another type, the helicopter. It had been a dream of his to construct an airship or plane heavier than air which could rise vertically and remain stationary in the air. And in 1912 he did succeed in building a real helicopter. At a trial flight on September 28, 1912, his helicopter rose from the ground under its own power with a pilot on board. The attempt was witnessed by several persons of importance, among them Prince Axel, who after the flight wrote a declaration to the effect "that Ellehammer's propeller plane had risen through its own power."

The experiments with helicopters, however, also had to be suspended,



and that was unhappily also true in regard to the construction of airplane motors. Like everything else, it was a question of capital, and Ellehammer had to finance all his experiments himself. But he was forever working on the creation of something new. In the course of the years he took out no less than 400 patents in many different fields. In 1920 he built his own laboratory at Hellerup, a building which is still standing. Here his new inventions were made: a petroleum carburetor, a steam motor, new gasoline carburetors, fire engines, fire extinguishers, and many others.

J. C. H. Ellehammer died in 1946, but his memory will live forever in the world of aviation. He was one of the real pioneers, whose vision, inventive mind, and unflagging energy led to success in many fields.

\* \* \* \* \*

Edison once said that an invention is the result of 1% inspiration and 99% perspiration. A good idea is a prerequisite, but it is equally important to possess the ability and the energy to realize these inventive ideas.

There is a story about a coin bank which Ellehammer constructed for a fee of 3,000 kroner for Den Danske Landmandsbank when Councillor Glückstadt was its head. It was so constructed that it was impossible to get hold of the coins. But Glückstadt was not quite satisfied. "You do not have enough vision," he said, "if this bank can only be used for coins. Can't you make it so that it can be used for bills also, and make it impossible to retrieve them?"

Ellehammer thought a minute, and then said, "If I can do that, will it then be in order to double my fee?"

To this Glückstadt agreed. Ellehammer went down in the basement, drilled an 8 mm. hole in the coin bank, tightly rolled a 10 kroner bill and stuck it into the coin bank where it unfolded. "Shall we go upstairs and settle accounts?" he asked the Councillor, who from that time on did not complain about Ellehammer's lack of vision! In this case it was 99% inspiration.

*Captain John Foltmann is the Secretary-General of the Royal Danish Aero Club and has been a participating observer of the growth of aviation in Denmark for many years.*





*S. E. Vignir*

RÚRIK HARALDSSON AND GUÐBJÖRG ÞORBJARNADÓTTIR  
IN A SCENE FROM "A MIDSUMMER NIGHT'S DREAM"

## THALIA IN REYKJAVÍK

BY EINAR HAUGEN

THE VISITOR in Iceland can hardly help but be impressed by the significant role which the theater plays in the cultural life of this little nation. At the dedication of their new National Theater in 1950, its director, Mr. Guðlaugur Rósinkranz, declared that its primary purpose should be "to reveal to the spectators the depths of the human soul and interpret artistically the problems of human life." He quickly added that it was not to be so serious and learned an institution that only philosophers could enjoy it. He might have said also that in a country with only 160,000 inhabitants the stage is the only antidote to the many foreign films which run in the movie houses. Only on the stage can Icelanders see their own actors and

enjoy their own language spoken at its finest. Not only does the stage encourage the rise of native playwrights, but it gives them models from the best playwrights in other countries.

The National Theater is built of reinforced concrete, like most of the buildings in modern Reykjavík. But its dark and massive exterior, designed by the late Guðjón Samuelsson, is like a piece of lava hewn from Iceland's mountains. The interior is light and modernistic, beautifully but simply decorated, with a geometrical design in the ceiling which suggests Icelandic basalt. The approximately 700 seats are comfortable and the acoustics unimpeachable; the two balconies and the oval shape give it the impression of being larger than it is. The stage has



Filman

HELGA BACHMANN AND  
GUÐBJÖRG ÞORBJARNADÓTTIR IN  
"ATOMS AND MADAMS"

the most modern equipment, including a turn-table. The theater was a long time in the building and appears to have cost about a million and a half dollars; its present budget is just over 350,000 dollars a year. Receipts bring in only about two-thirds of this sum, and the remainder is paid either from the national treasury or from an amusement tax levied on movies and other entertainments. Only about one half of the actors are on full-time salaries.

My first experience with the National Theater was their performance of *A Midsummer Night's Dream*, which was one of the great attractions of the 1955-56 season. Twenty performances were given before it was taken off the bill in March. Before going to Iceland I wondered how Shakespeare would

sound in the language of the Sagas, as translated by a man named Helgi Hálfdánarson. I was not disappointed, indeed I was captivated by a competent performance in charming settings. The director had been imported from England, a well-known Shakespearian actor and director, Walter Hudd. But the actors and actresses were all Icelandic, and they succeeded admirably in doing justice to the three worlds that are so magically interwoven in Shakespeare's play. There was the magnificent pagantry of the Duke of Athens and his court, the crude world of the tradesmen, and the magic but very real world of the elves. Among the actors whose playing was outstanding I remember especially a swaggering, red-headed Nick Bottom named Róbert Arnfinsson, a stately Oberon and Titania played by Rúrik Haraldsson and Guðbjörg Þorbjarnadóttir, and a gleeful Puck done by Lárus Pálsson, who is probably Iceland's leading actor today.

While it was interesting to see the Icelanders do Shakespeare, the real heart of Iceland is bodied forth in four native plays which I was fortunate enough to see in February and March of this year. This was like a course in Icelandic life and history, presented in bold and vigorously entertaining scenes by skilled and in most cases well-cast actors. These plays span many aspects of life, from the remotest corner of pre-industrial Iceland to the problems raised by atomic power. They are evenly divided among the centuries from the seventeenth to the twentieth; they are comic and tragic, classical and contemporary. But before I discuss them individually, it is necessary to explain that Reykjavík's theatrical fare is not limited to the National Theater. There



Filman

ÞORSTEIN STEPHENSEN, BRYNJÓLFUR JÓHANNESSON  
AND GUÐBJÖRG ÞORBJARNADÓTTIR IN A SCENE FROM  
"ATOMS AND MADAMS"

is a private playhouse operated by the Dramatic Society of Reykjavík, gaily painted in red and green, and located on the shore of the lake that lies like a pearl in the heart of the city. This building has been its home ever since the Society was founded sixty years ago, as explained to me proudly by its president, Mr. Lárus Sigurbjörnsson. The playhouse shows its age, being long and narrow, with poor acoustics and a fairly primitive stage. None of the actors is on full-time; most of them have other jobs in the daytime. But after seeing two different plays performed at this theater, I can unhesitatingly say that these amateurs do a professional job. Indeed, some of them have had up to thirty years' experience, and all of them are passionate devotees of Thalia. The two plays mentioned have been packing the 300 seats. Towards the end of

the season a new play, *Sister Mary* (by the English writer Charlotte Hastings), was added to the bill.

The weakest of the four Icelandic plays was a dramatization from a nineteenth-century novel called *Man and Wife*, by Jón Thoroddsen, the first Icelandic novelist. Here, before our eyes, was presented life on an old-fashioned Icelandic farm, a gabled, sod-covered building hidden away among the vast peaks and huge empty spaces of the Icelandic landscape. The plot is an ill-contrived scheme on the part of a rascally pastor to marry his brother-in-law off to a girl he does not love. In the end the villain is balked and his greed unmasked. The play is too long and episodic, the production lacks pace and spirit, but for the newcomer to Iceland it was interesting to observe the customs and the costumes of an age



Filman

ERNA SIGURLEIFSDÓTTIR AND  
GÍSLI HALLDÓRSSON IN  
"GALDRA-LOFTUR"

that is gone. The only outstanding part was a wandering story-teller played by Baldvin Halldórsson. The play was evidently popular, but surely for nostalgic rather than artistic reasons. The director, Indriði Waage, is himself one of the well-known actors of the National Theater.

A brilliant and welcome contrast was the powerful *Galdra-Loftur* by Iceland's classic playwright Jóhann Sigurjónsson (1880-1919). This was a Dramatic Society production, the fourth since the play appeared in 1915, and every one agreed that it was memorable. The main character, Galdra-Loftur, intensely played by Gísli Halldórsson, is an Icelandic Faust, with overtones of Hamlet. The staging is eighteenth-

century, with fine, heavy furnishings and an atmosphere of mystery and superstition. Loftur is a student who dreams of possessing all knowledge and is drawn to magic. As the play goes on, he is driven closer and closer to the brink of insanity. He comes to believe that he can make wishes come true, and the climax of the play is his desperate wish for the death of his mistress Steinunn, well portrayed by Erna Sigurleifsdóttir. He has ceased to love her, and his wish is expressed when she reveals that she bears his child and he will have to marry her. She commits suicide and his remorse drives him to distraction. In a final scene he calls on the powers of darkness in the gloomy interior of the cathedral; when they obey his command, he falls dead in the arms of the girl whom he did love. This is a young and innocent woman named Dís, played with great feeling by Helga Bachmann. The honors were stolen, however, by a blind beggar, played by Árni Tryggvason, who appeared only in one scene in the first act, but is made to stand as a symbol of the peace of soul which the restless and ambitious Loftur could not attain.

It was startling to meet several of the same actors in a comedy of our time by the young and promising playwright Agnar Þórdarson, directed (like the preceding) by Gunnar R. Hansen. Literally translated, the title of the play is *Atom Power and Female Charms*, or more freely rendered, *Atoms and Madams*. As the title suggest, the play combines two of the most interesting topics of the age. The atomic power is provided by Árni Tryggvason, who flashes upon us as Dr. Alfreds, a stream-lined, Americanized atomic pros-

pector, who is looking for uranium in Iceland. He meets a member of the Icelandic parliament (the Alþingi), played by Þorsteinn Stephensen, who looks for all the world like an American senator. Dr. Alfreds talks the politician into believing he has found uranium and makes him his partner in a scheme to swindle the farmer who owns the ground. He goes to Reykjavík with the politician, charms the politician's wife and daughter, and makes love to both of them as opportunity affords. The politician's wife is played by Guðbjörg Þorbjarnadóttir as a delightful satire on the society woman. The earthy contrast is provided by the farmer, whose rollicking part rocked the audience. This role was played by Brynjólfur Jóhannesson, one of the veteran actors of the Dramatic Society, and an outstanding character actor. Of course the whole scheme turns out to have been a swindle concocted by Dr. Alfreds, who brought his own uranium with him. But here the plot takes an unexpected turn: the politician's daughter, played with great beauty and simplicity by Helga Bachmann, is with child by the absconded swindler. In a fine speech she announces that rather than accept the cowardly way out she will have her child, and she goes off to the country to live with the farmer's family until the child is born. The play has proved to have tremendous audience appeal, and while it is on the order of our Broadway comedies, it has an element of social criticism which raises it above most of these.

Social criticism is also an element in the last of the five plays I saw, *The Bell of Iceland* by Halldór Kiljan Laxness, 1955 winner of the Nobel Prize Award. The National Theater revived this play



BRYNJÓLFUR JÓHANNESSON  
IN "THE BELL OF ICELAND"

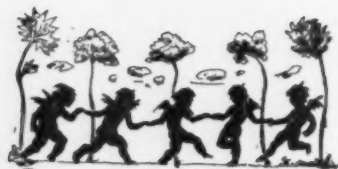
in honor of the award in exactly the same staging as six years earlier, when it was one of the dedicatory pieces at the opening of the theater. Though understandable for economic reasons, the decision to use the same cast was regrettable, since at least two of its main actors could profitably have been exchanged for younger ones, more suited to the parts. This is again a historical play dramatized from a novel, but much more skilfully than *Man and Wife*. Its chief interest is in the many vivid scenes from the life of Jón Hreggviðsson, an Icelandic farmer who lived at the end of the seventeenth century. Laxness has made a symbol of the national spirit of Iceland out of the case of this farmer, who was con-

demned to die because he had murdered the Danish king's hangman, but managed to escape his sentence through the intervention of influential persons. Brynjólfur Jóhannesson also plays the farmer here, and with the same gusto as in *Atoms and Madams*. The play as a whole is a pageant rather than a drama, and would probably have little interest to those who are unfamiliar with Icelandic history. But it has packed in audiences like nothing else now going in Reykjavík, because the spirit of the play is a tribute to the courage which kept the Icelandic nation alive through many centuries of Danish domination. The director, Lárus Pálsson, who was our old friend Puck, played a small part in the play which was universally credited as one of the

choicest bits of acting seen there in many a year.

While this brief account of the theater in Reykjavík cannot possibly convey its color and fascination to those who have not seen it, perhaps I may have suggested at least the kind of fare that a vigorous theater can offer its patrons. Other plays shown were *Antigone*, *The Good Soldier Schweik*, and *The Crucible*. Such a theater cannot possibly pay its own way in a city of 60,000 inhabitants, and the Icelanders willingly tax themselves a dollar a year to keep it alive. It is a school for the people, but above all for the directors, the players, and the playwrights, who enjoy a position of respect and affection among their people which it is difficult for Americans to conceive.

*Dr. Einar Haugen, Professor of Scandinavian in the University of Wisconsin, spent last spring and early summer in Iceland. He gave lectures at the University of Iceland and various learned societies.*





# RAGNAR GRANIT AND THE SENSE OF IDEAS

BY STEPHEN E. SEADLER

WHERE do ideas come from? It was not until the late 1920's, when electronics provided medical research with powerful new tools, that answers for this foremost of questions could be sought in the actual nerve processes. It was then, too, that Ragnar Granit — now Director of the Nobel Institute for Neurophysiology in Stockholm — began his career as a world leader in the application of those tools to the science of sensation and perception.

Yet, answers to that vital question — clear or implied — have lain at the core of every belief, institution, and conflict in history. In his monumental *History of European Morals* (1869), the great Scottish historian W. E. H. Lecky noted:

It is obvious that this difference concerning the origin of our moral conceptions forms part of the very much wider metaphysical question, whether our ideas are derived exclusively from sensation or whether they spring in part from the mind itself... and every influence that has affected the prevailing theory concerning the origin of our ideas, has exercised a corresponding influence upon the theories of ethics.

A current and troublesome example is provided by the official state philosophy of the USSR, which is contained

in Lenin's *Materialism and Empirio-Criticism*. This fiery bible of materialism declares that all true knowledge is a directly sensed image or reflection of matter and material events — hence, it concludes, all ideals, values and ethics are but figments of the imagination. Opposing this are systems built upon "empiricism" — which has provided theoretical foundations for both Monarchism and Constitutionalism.

It is therefore fitting that Ragnar Granit, a citizen of a constitutional monarchy, should begin his recent book *Receptors and Sensory Perception* (Yale University Press) with a quotation from John Locke, founder of empiricism:

If it shall be demanded, then, when a man begins to have any ideas? I think, the true answer is, When he first has any sensation. For since there appear not to be any ideas in the mind before the senses have conveyed any in, I conceive that ideas in the understanding are coeval with sensation; which is such an impression or motion made in some part of the body as produces some perception in the understanding. It is about these impressions made on our senses by outward objects, that the mind seems first to employ itself in such operations as we call "perception, remembering consideration, reasoning," &c. (*An Essay Concerning Human Understanding*, 1690)

Granit has spent a lifetime studying what "the senses have conveyed in."

Born in the Nyland district of Finland in 1900, Ragnar Arthur Granit took his candidate and medical degrees at the University of Helsingfors, receiving the latter in 1927. He then studied neurophysiology at Oxford, and upon

---

*The author wishes to express his gratitude to Dr. Detlev Bronk and Dr. H. K. Hartline of the Rockefeller Institute for Medical Research for their valued corrections and suggestions in reviewing portions of the manuscript.*

his return became lecturer in physiology at Helsingfors.

At that time, Dr. Detlev Bronk, who is now president of both the American National Academy of Sciences and the Rockefeller Institute, was seeking to staff the newly-formed Johnson Foundation at Pennsylvania University in Philadelphia. Hearing highly of the gifted physiologist, Dr. Bronk cabled him an invitation, and shortly thereafter, in 1929, the just-married young Granit set foot in America with his bride, former Baroness Daisy Bruun, to become the first member of the Foundation's staff. The Foundation's donor, Eldridge Reeves Johnson, had formed the Victor Talking Machine Company in 1894, and, having brought the pleasure of great musical artists to vast numbers of people, was now establishing a center for research into the processes by which they enjoyed it. In the course of those researches, Granit formed close and enduring friendships with Dr. Bronk and Dr. H. K. Hartline, now world authority on the retina — friendships typical of the international brotherhood that science fosters.

Following his two years as Research Fellow at the Johnson Foundation, Granit returned to Oxford for two years of further study under the great Sir Charles Scott Sherrington. He was elevated to Professor of Neurophysiology at Helsingfors in 1937, and in 1940 was invited to head the neurophysiology research institute which was to be set up at Karolinska Institutet in Stockholm by a combined gift from the Wallenberg and Rockefeller Foundations. In 1944 it became the Nobel Institute for Neurophysiology, with Granit as Director. Ten years later — and exactly twenty-five years since he

first came to America — Granit delivered the Silliman Memorial Lectures at Yale University, in which he reviewed a quarter of a century of world-wide electronic explorations into the natures and functions of the senses. He then returned to Sweden, to his researches — and to sailing in the Stockholm Archipelago.

By viewing only some of the highlights of Granit's own researches, we will get a glimpse not only of a fascinating career — but of the very process of "glimpsing."

We have, of course, many senses, some of which we are conscious of — like vision, hearing, and balance — many of which we are not — like blood-vessel, gland-action and muscle-tension measurers. In the skin alone we have different sense organs: for touch, pressure, pain, warmth and cold; and some of these organs come in different types. The general term for the organs in which senses originate is "receptors." There are two classes of them: endings of the fibers from nerve cells, and special organs at the ends of those fibers. In either case, they are designed to respond to particular stimuli.

By 1930 it was clear that both receptors and nerve cells emit electrical impulses which vary in frequency as the intensity of the stimulus is varied. Electronics made it possible to "see" and "hear" those impulses, that is, they could be amplified and then applied either to an oscilloscope (similar to a television receiver) or to a loudspeaker. In view of their sharp, needle-like appearance on the oscilloscope screen, they are referred to as "spikes". These developments, together with refinements in the use of fine wire contacts (microelectrodes), made it possible to

*The American Swedish News Exchange*

## RAGNAR GRANIT

study individual receptors, nerve fibers and nerve cells. This in turn made it possible to study the frequency codes by which receptors send messages to the central nervous system (spine and brain). The electronic era thus opened the way to studying the properties of receptors, the organization of sensory circuits, the alterations of the original message, and the functioning of circuits that do not produce psychological effects.

Granit's work during the 1930's and 40's dealt largely with receptors in the retina, the photosensitive surface which lines the rear of the eyeball and receives the image from the lens. The electrical response of the retina to light was discovered at Uppsala by Holmgren in 1865.

Of the ten layers and eleven zones-within-layers into which the retina may be divided in depth, it will suffice here to note only that the first layer contains a heavy, black, non-visual pigment whose function is similar to the black paint on the inside of a camera; the second contains the receptors — 7 million "cones" for bright light and 100 million "rods" for dim light — and the eighth the 1 million ganglion cells, from each of which emanates an optic nerve fiber to the brain. The other layers contain a variety of cells which interconnect with themselves and the circuit elements just mentioned. A noble and fabulous organ. How does it work?

By painstaking application of micro-electrode techniques, Granit developed

a set of curves called "dominators." These curves represent averages of electrical responses recorded from individual ganglion cells or optic nerve fibers when the receptors are stimulated by light of different wavelengths. Cats, frogs, pigeons, guinea pigs and tenches were among the animals used.

The dominators are broad curves, covering wide ranges of light wavelengths (colors), but Granit also discovered three narrower curves, which he called "modulators." Since the modulators are centered at widely-spaced regions of the spectrum, Granit, in 1942, suggested a theory of color perception based upon them. Further, by placing a tiny spot of light with a special micropipette near various points on the retina, he noted that the response often occurred several millimeters away. This, together with the high ratio of receptors to ganglion cells, indicated that receptor fields overlap. In other words, many receptors are connected to a single ganglion cell, and many ganglion cells receive impulses from a given receptor.

Granit's extensive work with these techniques has given us much valuable information on the functioning of rods, cones, (light-sensitive) pigments on their outer ends, and neural networks. On the basis of his dominator-modulator theory he has come to a number of significant conclusions: that the old assumption of only two types of visual pigments is inadequate; that dominators are responsible for perception of "brightness" and modulators for discrimination of "color"; that since both dominators and modulators represent forms of information delivered to the brain, and both are averages over many elements, averaging is an

important process in sense perception; and that many sensory messages are in the form of averages produced by overlapping receptive fields and interactions between neurons (in the case of the retina, between the cells in the different layers and zones).

During the 1930's, before turning to these microelectrode techniques, Granit worked primarily with electroretinography. Whereas in the former techniques the oscilloscope screen presents a series of spikes whose frequency is the basic information, in the latter techniques the screen presents an "electroretinogram" (ERG) whose shape is the basic information. The ERG is simply an electronically-produced graph that shows the variation in voltage difference between the front and back surfaces of the retina. It usually exhibits a fast "a-wave" when light is flashed on, followed by slower "b-" and "c-waves." When the light is switched off, there is an off-effect called the "d-wave."

To account for this off-effect, Granit, in 1933, postulated that a process of "inhibition" takes place at "off," and he suggested a mechanism for it. Whereas light causes a neutralization of electric charge, he said, a strong increase of charge takes place at "off." A year later, together with Therman, he demonstrated the existence of such a mechanism.

This led him to wonder about the existence of such an opposite-charge effect *during* stimulation, hidden beneath the larger loss-of-charge effect which appears on the standard ERG. In 1938, again with Therman, he demonstrated its existence by using four different connections to a frog's eye to get its ERG in response to a flash of light: without, soon after, and later

after applying potassium, which causes loss of charge.

Granit and his coworkers have also provided valuable records and analyses concerning the nature and origins of the other waves of the ERG, of their components, and of the rod and cone types. He feels that his work in this area supports the notion of electronic feedback mechanisms; that is, each layer of the retina interacts with and controls the others via the nerve loops between them. In fact, he attributes the sharpening of the poor image that the eye's low-grade lens focuses onto the retina to such neural mechanisms.

This concept of feedback is linked with another: spontaneous activity. Since the 1920's it was recognized that certain sense organs maintain a steady discharge of nerve impulses in the absence of stimulation. Granit's studies of spontaneous activity in the ganglion cells of the retina led him to consider its significance as vast throughout the body. Together with inhibition "it supplies the need for private measuring instruments with indicators pointing both ways" — "inhibition" being those processes that decrease nerve activity, as opposed to "excitation" — and in general acts as one of the central nervous system's most important "energizers." It appears to be controlled from the brain, thus forming large self-exciting loops: from receptor to brain and back to receptor. In an extreme state, he conjectures, it might be responsible for nervous tension.

The muscle reflexes make fine systems for studying these mechanisms, and in the 1950's Granit concentrated on the muscle "spindles." They are spindle-shaped receptors imbedded in most muscles. Granit, together with his co-

workers, including, among others, Eldred, Holmgren, Job, Kaada, Merton, Ström and Suursoet, has greatly furthered this field. He has provided significant data on different phases of the reflex arc: from a spindle, along the afferent fibers (those carrying messages to the central nervous system), through one or more synapses (points of contact between the transmitting fiber of one neuron and the receiving fibers of another), through the ventral horns (one of the columns of gray matter in the spinal cord), into the brain, back out of the dorsal horns (another gray spinal column) and down through the efferent fibers (those carrying messages from the central nervous system) to the same muscle.

Of fundamental importance is his discovery of an intermuscle process analogous to that in the retina: inhibition during excitation. Analyzing data from these and related experiments, Granit established general principles of self-regulation and coordination operating directly between co-working muscles. These principles are based on mutual inhibition and excitation through each other's receptors. In 1950 he performed the first experiment undertaken to study the reflex effects of thin efferent fibers. Of particular interest is his finding that the amount of muscle tension necessary to affect the firing of a spindle is controlled by the persistent impulses the spindle receives from the central nervous system via those fibers.

To determine the full significance of this permanent activity, and suspecting that it was controlled from certain brain centers, Granit stimulated those centers and recorded the effects on isolated thick ("alpha") and thin

("gamma") fibers. By varying other factors involved, he showed that these spontaneous brain commands possess great range and potency, from excitation to inhibition—driving and sensitizing the spindles so as to adjust automatically their range and precision as measuring instruments throughout the range of muscle tensions.

Granit has interpreted his results as showing that the alpha and gamma fibers constitute two separate motion-controlling systems, originating in the spindles and linked in the brain. The alpha system seems responsible primarily for driving the muscle, the gamma system for adjusting the spindle and the central nervous system. They are linked, he believes, by properties of organization analogous to the so-called servo-loops of some self-regulating machines. His investigations lead him to think that this linkage is organized to some extent in the lower, rear portion of the brain known as the cerebellum. He feels, however, that it is still too early to say much regarding the conscious "muscle sense."

What can we say of all this in regard to "perception"? Consistent with his Lockean philosophy, Granit starts by dividing the problem into "sensory discrimination" and "sensory integration." By discrimination is meant distinguishing one sensation from another; by integration, composing them into meaningful patterns. These patterns include both reflex actions, like learned skills and conditioned reactions, and conscious perception.

Discrimination has long been attributed to parts of the anatomy being represented in different areas of the brain—the "sensory projections." Granit is now certain that this is only

part of the story, and that overlapping receptor fields, neural networks, alpha-gamma linkages, servo-loops, and other evidence discussed above point to *organization* as a major factor in discrimination.

The evidence indicates further that these processes involve both the frequency code and the number of central neurons available to deal with the coded impulses. The original frequency code, or message, from the receptors is modulated by other messages in the neural networks along the way. The number of neurons available in the spine and brain to deal with the message is under constant control from still other nerve systems, in a complex interplay of excitation and inhibition.

But how are those sensory messages interpreted and integrated? How are such messages conveying information about light intensity, light wavelength, sound wavelength, gravitational pull, and air temperature transformed into their psychological equivalents of "brightness," "color," "pitch," "upside-down," and "cold"? How are combinations of such messages composed into perceived patterns like "view" and "harmony," and how are elements within them recognized as "square" and "melodic"?

Granit believes that experiments employing psychological responses emphasize the importance of experience in perception. Perception, in his opinion, is to a large extent a process of "purposeful integration" of a large number of sensory "cues"—a process built up and organized through experience in accordance with our needs. It is the task of physiologists like himself, he says, to supply the "cues."

What, then, is the *relation* between



our sensations, their organization, and the outside world? Receptors transform the outside reality into a different inner reality — electrical impulses — at the very start of the process. And if perception depends on psychology, and both of them depend on our organization of experience, what are acceptable experiences normal psychologies, standard organizations, and... hence... valid ideas? Is there such a thing as a *bare fact*, independent of perceptual processes and conceptual bridges?

Perhaps there is a clue in the very importance of electronics to neurophysiology. Who has ever "sensed" an "electron"? Who has ever tasted one? Touched one? Smelled one? Heard one? Seen one — No one. Yet we have equations that describe them — but in terms never perceived, only conceived — vast conceptual bridges and theoretical structures transcending our crude and meager senses.

At the turn of the century, the general belief among philosopher-scientists like Mach, Poincaré, and even young Einstein, was that all abstract concepts must be grounded firmly in observable facts, and that the bridges between "concepts" and "facts" would be fairly short. The General Theory of Relativity, derived from Riemann's geometry in a speculative manner, gave the *coup*

*de grâce* to that optimism.

In his Herbert Spencer Lecture at Oxford in 1933, Einstein expressed his conviction that the basic concepts and laws of physical science are fictitious, free inventions of the human mind, and that any attempt to derive them from experience is doomed to failure.

James Bryant Conant, research chemist and wartime Chairman of the National Defense Research Committee, is fond of quoting Professor Quine of Harvard as follows:

The totality of our so called knowledge or beliefs, from the most casual matters of geography and history to the profoundest laws of atomic physics or even of pure mathematics and logic, is a man-made fabric which impinges on experience only along the edges. (*The Citadel of Learning*, Yale University Press, 1956).

It is the special genius of Man that through his mind he transcends the limitations of his senses. Receptor by receptor, fiber by fiber, and spike by spike, the Granits of the world are bringing us nearer to understanding how.

This service can not be overestimated.

In the process, we gain tools for personal health and criteria for valid belief — stars to guide Man's search for wisdom, and the realization of his noblest ideals.

*Stephen E. Seadler, an electronic engineer and a graduate in Physics from Columbia University, has been Editor-In-Chief of the U.S. Atomic Energy Commission's "Digest of the Congressional Record." He now works in social psychology, conducts seminars in international affairs, and writes on scientific and philosophical subjects.*

## AMERICAN STUDIES IN NORWAY

BY RICHARD BEALE DAVIS

IN APRIL 1954, during a conference at Salzburg of distinguished European scholars interested in various phases of New World civilization, the European American Studies Association came into existence. What impressed one Scandinavian (who became editor of the group's newsletter) about this event was the fact that the Old World intellectual had thus in nine short years since the War come to recognize and evaluate the New World. For this man the action was symbolic: intellectual Europe "officially" recognized American life and culture, as it long ago recognized American politics, as a vital force in the life of the Continent.

Actually, European study of American institutions, peoples, and art has a much longer history than almost any American at present realizes. In Germany, France, and England some interest in certain phases of our life came more than a century ago. In particular instances and special ways America was studied in schools and universities. But the very principles of American politics and social structure prevented widespread, much less universal, instruction in or dissemination of information as to our way of life.

Even today western Europe fears many things American. Among them, our pronunciation of English. On more than one occasion a young European scholar who has done research in America has been told at home that if he expects to attain to a professorship he must get rid of his "American accent" and conform to the carefully practiced British "Received Pronuncia-

tion." And of course other fears of America go deeper than distaste for a nasal twang.

Yet since 1945 Europe has been enormously hospitable to most things American. Our books, our papers, our art, our music, our educational systems, our visiting professors have been warmly received. The Fulbright, Smith-Mundt, and Commonwealth Funds have brought hundreds of able young and mature Europeans to America to see and study for themselves — poets, painters, physicians, chemists, philologists, musicians — *in posse* and *in esse*.

The present state of American Studies in Europe is well illustrated by a glance at what is going on in Norway. Norway may not be "typical" in its attitude toward America, but probably no nation is "typical." Even among Scandinavian nations, traditionally friendly to this country, Norway is perhaps the *most* friendly, and for good reasons. Facing west across the Atlantic as she does, Norway feels a physical proximity, an emotion by no means experienced by Sweden or Finland, for example. And then the Norwegians themselves estimate that there are as many first and second-generation Norwegian-Americans in the United States as there are natives in the homeland.

Yet this has not worked entirely in favor of an open-armed acceptance of "American Civilization." The Norwegian who remained at home did not necessarily approve of the kind of life his brother or cousin in America was living, and the homebody has con-

tinued to be sceptical concerning so-called American values. He asks, for instance, what has made his relatives in Wisconsin support the kind of politician they would never have dreamed of voting for had they remained in Europe.

And then the Norwegian is traditionally and actually very fond of the British, his close neighbors and allies in many causes. There is a tendency in some quarters to play up the British part of Anglo-Saxon civilization against the American part, as being closer to the best of the European tradition. Though this is not carried too far, there is at least a strong and healthy rivalry between our new U.S. Information Agency and the veteran and experienced British Council. This British cultural propaganda organization, existing only for non-English-speaking countries, is through its own admirable efforts strongly entrenched all over Europe. It spends far more time, effort, and money than we do, for example, in reaching the secondary school or *gymnasium* student.

But we should turn to the Norwegian education system proper and see what part American studies have or may have in it. Usually the student begins his formal training at the age of seven and continues it through seven years of "elementary" school. Subjects taught are much like ours, except that the students in the cities, at least, get a foreign language — English — during the last two years. Though the Norwegian may end his education after one more year of "continuation" school, he more often goes on to the regular secondary school instead, either the *realskole* or the *gymnasium*. The former gives a three-year course, usually a terminal general education or a

course leading to trades or "intermediate posts" in public service. This school continues English study in each year and introduces German, with countrywide comprehensive written and oral examinations in the languages at the end of the last year. The *gymnasium*, providing secondary education in preparation for further studies, usually continues for five or six years. Foreign languages, especially English, have a most important place in the curricula. The humanities student has English every year, and the science student every year but one. Thus the *gymnasium* graduate may be much more thoroughly conversant with the English language than most of our college majors in a foreign language are with their speciality.

Naturally it is through this door of language that the American Studies program has usually entered the Norwegian school system, though it has occasionally been able to enter through history or geography. Before 1940 the textbooks for secondary years were at least 95% English or British in specimens of literature presented and in discussions of history and customs of English-speaking countries. Actually a little more American material had seeped into editions of 1938-39. But since 1945, when many *gymnasium* teachers and university professors have visited America, new editions of old texts, or entirely new texts, have appeared which contain as much as 38% of American materials. In a new 1953 *gymnasium* text, for example, entitled *Anglo-American Reader* (3 vols.), one finds generous representation of Stephen Vincent Benét, Carl Sandburg, Mark Twain, Longfellow, Whitman, Poe, and others. Before 1940 perhaps only Poe and Whitman might have

been represented. Even for the elementary courses there are American selections. And these extend to things primarily historical, political, and geographical, with selections from American writers like Jefferson, Lincoln, Steffens, or Harriet Beecher Stowe. Even Faulkner and Hemingway and Steinbeck are represented in texts for the more advanced students.

Despite these texts, the crying need in making Norwegian school children acquainted with America is material. Our U.S.I.A. is embarked on an extensive campaign of loans and gifts to schools all over the country. Films, often based on well-known fiction or surveys of such institutions as the TVA, are on loan and in frequent demand, as are the records of American music — Gershwin, Negro spirituals, and cowboy ballads. In neat wooden cases are packed well-rounded little Americana libraries of perhaps a hundred volumes, on loan to a particular school for several months or a year. The hundred books may include twenty-five paperback novels, several histories, a sociology text or two, and volumes on government, the automobile, the American home, and so on. Within the past few years, in a direct move to counteract the influence of the considerable Russian cultural-journal propaganda, our U.S.I.A. has been allowed to allocate two hundred subscriptions to *Time* and *Life* to various institutions in Norway, most of them secondary schools. Not as yet have we visited the schools as regularly and systematically as our British Council friends have done, though every year Visiting Professors and other lecturers do speak at a certain number of schools. In my own case, in a sixteen-day lecture tour in northern Norway in which the schools chose the

topics on which I was to speak, I found enormous interest in all phases of our educational system, in student activities and daily life, as well as in American literature, which of course was my primary topic. What we as Americans need in Europe are books, books describing American life, books representing American thinking past and present, so that every student may at least *read* this evidence for himself. Because of the nature of curriculum organization, there can be as yet no formal courses in American Civilization or even in American Literature on the secondary school level. We must enter through the doors of language and history and geography which already exist.

The Norwegian university organization follows other Continental, rather than British or American models. There are two universities in the country, the recently founded (1948) University of Bergen, just now getting under way in many of its faculties, and the 150-year-old University of Oslo, in most respects still *the* national university. As elsewhere on the Continent, the University is primarily a grouping of *professional* faculties, with classroom buildings, libraries, and laboratories. Only in recent years have there been residence dormitories, and those house only a small proportion of the students. The only students a course or courses in American Studies could possibly reach *directly* are those enrolled with the Faculty of Philosophy (Arts). Actually that faculty's primary function is to train secondary school teachers, though they also prepare for journalism, library work, and other related fields. In Law and Economics there may also be some American material.

American studies came fairly late in Norway if we compare the dates of

their arrival in France and Germany. But Norway's first real connection with America came later too — actually beginning only with the arrival of the first shipload of Norwegian immigrants at New York in 1825. As emigration increased in the next four decades, authorities at home became alarmed and many fought the American idea, even as late as the eighties and nineties. Yet not all did so by any means. When a young Norwegian, Halvdan Koht, who was later to become a distinguished historian and statesman, went to Leipzig in 1897-98 to study history, he had already decided that American was his especial interest, and found himself in a seminar (conducted by a noted scholar) composed besides himself of one German and a young American named William E. Dodd. Dr. Koht became professor at Oslo at the beginning of the century, and some years before World War I a knowledge of American History was made compulsory in his university for the history major or minor.

In 1946, motivated partially by a wish to compliment the United States and partially by a real feeling of necessity for understanding it, the Norwegian Storting or Parliament established a professorship of "Literature, particularly American." The chair was offered to Dr. Sigmund Skard, son-in-law of Dr. Koht and himself a scholar and librarian who had spent the war years in the United States. Skard returned to America for the year 1946-47, studying at the Universities of Pennsylvania, Minnesota, Harvard, and other schools, and with the Rockefeller Foundation's financial assistance assembling the nucleus of what is today in many respects the finest library of American literary texts in Europe out-

side the British Museum. Early in 1948 he had ready an American Institute, a suite of five rooms, his growing American library, and the ideas for a program. Also through arrangement with the U.S. Educational Foundation he was to have during the first years Visiting Professors of American Studies who would share the teaching with him. The first professors were Kenneth B. Murdock of Harvard University and Robert E. Spiller, director of the American Studies program at the University of Pennsylvania.

But there were still many problems to be faced. In 1948, when Professor Skard assumed his professorship and the active direction of the American Institute, university governing bodies decided that by a partial bifurcation the student of English could to some extent specialize in American Literature and Civilization, either as a major or minor. In either he might read American texts up to almost 33% of his prescribed books, and with the major might write a thesis on an American subject. During the period 1949-53 about 19% of the English majors and 3% of the minors chose the American option. New secondary school curricula introduced in 1950 made the need for even more American material acute. At the same time, however, certain university groups criticized the "American major-minor" as having gone too far in the American direction. In 1953, after considerable discussion the American option for the minor was abolished. Instead, an optional "Outline Course" of American Literature and Culture was introduced which might be attended during each Fall Term "outside" the university examinations. In one part of the "Outline Course" Professor Skard lectures each week on

American Literature. The other half of the course is concerned with American Civilization. Specialists from the university give lectures on American religion, education, economics, law, architecture, painting, etc. Attendance is normally from fifty to ninety students. The courses are well known in educational circles throughout Norway. The advanced seminars given by Professor Skard and the Fulbright Visiting Professors aim at the students who are interested in a major in American Literature. In 1953-54 our seminars in "Henry James," and "Realism and the American Novel" numbered between six and twelve students, averaging about eight per group.

In 1956 the University's entire program in the Humanities underwent extensive revision. It was suggested that in the future an elementary knowledge of American Literature and Civilization is to be required of *all* students in English, in addition to the optional specialization. The details however, have not been decided at the moment of this writing.

Professor Skard keeps American Civilization before the Norwegian public by frequent appearances on the lecture platform all over the country. The Visiting Professor also has some of this lecturing to do, as we have noted, though necessarily to a much more restricted audience.

In other fields than literature-general-culture there is also some American teaching and reading at Oslo University. In History American is included in the knowledge of General History, and in the major since the War a great number (often more than 50%) of the students have chosen the United States as one of their two nations for specialization. A course in American History is taught

about every two years. In Geography, Sociology, and Political Science, American materials are a part of the curricula in steadily growing proportion. Occasionally there are offered courses in American Law and American Pedagogy.

The American Institute began publishing in 1949, in cooperation with the University of Pennsylvania, a series of appraisals of our civilization designed to sell in both countries. The first two volumes, Halvdan Koht's *The American Spirit in Europe* and Einar Haugen's *The Norwegian Language in America*, have been widely reviewed. Professor Skard's own survey of *American Studies in Europe* will soon appear in the series.

The U.S. Educational Foundation and the U.S.I.A. cooperate in furthering the program in American Studies in many different ways. In addition to the books and speakers they supply to secondary schools, they offer speakers to adult and university groups — varied talent — from American business executives to Harvard professors of Jurisprudence. They supply the Institute with current files of a number of critical and scholarly journals which a restricted budget would otherwise prevent its having. Above all, within the last year or two they have co-sponsored what bids fair to be a significant element in the development of American Studies. In the summer of 1950 the American Institute and the U.S.I.A. conceived the idea of conducting a seminar in American Studies, for Norwegian teachers of English, for a two-week period. The Association of Secondary School Teachers and the Ministry of Education also came to cooperate in the project. The meeting was so successful that it was repeated in



1953. In 1954 it was decided to expand the Seminar into a gathering from other Scandinavian countries, including Finland, of a group of picked English teachers at a new and (for Norway) central location.

The result was the first all-Scandinavian Seminar in American Studies, conducted during the last two weeks of July at Sørmarka, outside Oslo. There forty-three Scandinavian men and women between thirty-five and fifty years of age, teachers in *gymnasia* or teacher-training colleges, some of them principals (*rektors*), and several of them well-known journalists as well as teachers, spent about sixteen hours of each twenty-four hearing or talking about America. They met in a modern boarding-school group of buildings amid the fir forests and beside a clear blue lake. *Visiting* lecturers included Professor Skard, who was received most enthusiastically, a folklorist from the University of Indiana, and American teachers from the Oslo Summer School (another "American" facet of Norway). Among interested visitors was Assistant U.S. Commissioner of Education Reed. The regular staff was made up of three American Visiting Professors in Political Science and History, Philosophy and the Arts, and American Literature. Each of the three lectures a day was followed by a long discussion period. Sometimes it was difficult to get the "students" into recreational activities because they were so eager to read in the anthologies of American Literature we could afford only to lend them. The Visiting Professors' wives spent an evening with the students in a round-table on the American Home in which the Scandinavian men were as interested

as the women. Time passed quickly and I think delightfully for everybody.

The 1955 Seminar is said to have had much the same experience. The 1956 Seminar (for Norwegians only) was held at Harstad, north of the Arctic Circle, and was particularly aimed at the school people of northern Norway.

We who conducted the 1954 courses became convinced that the principal thing we need to do to develop American Studies, in Scandinavia at least, is simply to give the Scandinavians a real chance to learn about the United States. We have strongly recommended officially and unofficially that every English teacher in Europe be given a good anthology of American Literature and a good American History. We urge that more and more of these teachers be sent to this country to study and travel for themselves.

We asked the students at Sørmarka why they were interested in learning more about American Literature. The answers were as varied as the elements of our civilization. One wished to know all he could of the "world nation of the future." Another had previously been impressed by American "frankness" about America and now wished to see how far this honesty went. One was concerned to ascertain whether harsh and antagonistic portrayals of our "gross materialism" really manifested themselves in our writing. And more than one, we are glad to say, wished to learn all he could of American idealism, "the world's best hope." This was all healthy and friendly enquiry. Let us hope that the spirit and the kind of curiosity we met with in Norway continues there and in the rest of the world.

*Dr. Richard Beale Davis, Professor of English in the University of Tennessee, was a Visiting Professor at the American Institute in Oslo 1953-54.*



## VICTOR BORGE: SHOWMAN EXTRAORDINARY

BY INEZ LIND

ONE of the most famous Danes to come out of Denmark is the incomparable Victor Borge—musician, composer, actor, writer, director, and poultry man. Essentially, however, he is a concert pianist who has developed a comedy technique—a combination which has made him a showman extraordinary and has brought him both fame and riches.

The fantastic success of Borge's one-man show, "Comedy in Music," has surprised everyone. Having opened at the Golden Theatre in New York, October 2, 1952 and closed on January 21, 1956, he gave eight hundred and forty-nine performances in all. One hundred and thirty Broadway plays had opened and closed in the meantime, while Borge happily played to the tune of \$2,000,000 or an average of \$18,000 per week.

No other one-man or one-woman show has ever approached this record. When Borge celebrated his first anniversary at the Golden Theatre, he hired caterers from the Waldorf-Astoria to serve champagne and sandwiches to the entire audience. This was an innovation in the Borge tradition.

To honor his achievement, the Shuberts awarded him a medal for his outstanding contribution to the theater. The award read: "It is the first time in over fifty years since we have been operating theaters and managing stars of every magnitude, that any one person has accomplished such an outstanding phenomenon, for one man to entertain an audience for two entire seasons

in one of our theaters. We therefore feel that an occasion like this should not be overlooked."

Borge has also been awarded a statuette by the New York Academy of Arts and Letters, and a special award by the Chicago Musical College for "his immeasurable service in musical appreciation as inspiration for students and in creating true enjoyment of great music on the American scene through his musical interpretation in international concerts, radio, and television."

Victor Borge was born in Copenhagen on January 3, 1909. His name, which he changed soon after coming to this country, was Børge Rosenbaum. His father, Bernard Rosenbaum, who was sixty-one and married for the second time when Victor was born, was a violinist in the Royal Danish Opera Orchestra. He wanted his son to be a violinist, but the boy showed a preference for the piano and read music at the age of four.

He played at a benefit concert when he was ten, and at the age of fifteen he made his debut playing Rachmaninoff's Second Piano Concerto. His parents began to take him around to dinner parties to entertain the guests. His inborn sense of humor was stimulated by these occasions. He would announce a Beethoven sonata and then launch into a concoction of his own. "This got varying reactions," he says. "People would say it was their favorite sonata and they never heard it played so well," or "I've never heard it played



VICTOR BORGE, THE "UNMELANCHOLY DANE"

worse." His parents stopped taking him to dinner parties.

He studied at the Royal Danish Music Conservatory, but when he was seventeen he was sent to the Vienna Music Conservatory by a well-to-do uncle. Another uncle treated him to a year at the Berlin Conservatory, and then he returned to Copenhagen to become assistant organist in the cemetery chapel. The chief organist, who was in poor health, died in 1932, and Borge, age 23, succeeded him. "I got a regular fee," he recalled, "but if the people were rich I got something extra. I always cried. I was struck by the seriousness of the occasion. It was a great emotional thing for me to do."

During this time he gave piano re-

citals and he was extremely nervous. "I became frightened as soon as I sat down at the piano." This is important, and may well be the reason for Børge Rosenbaum's evolution into Victor Borge, the musical-joker. Whatever it was, it was a lucky break for Borge.

He began to smile and make a few remarks about what he was going to play. He did this to get confidence and establish contact with the audience. He kept adding little touches of comedy, would change the program at will, and make some extraneous remark, until gradually an act evolved. He was invited to take part in a Copenhagen revue. His performance was widely and favorably commented upon. Many engagements followed, and then came

comic parts in other revues, and motion pictures. By 1937, he was one of the country's leading comics.

Borge had met and married an American girl while she was visiting her Danish relatives. When Denmark was invaded in 1940, he and his wife and her mother were living in Stockholm, where he was in a Swedish revue.

On the opening night he got word that his mother was gravely ill. He had been making fun of Hitler, and it was dangerous for him to leave Sweden. Despite warnings from the police commissioner, his mother's pleas, and threatening letters, he managed to run the blockade several times for visits to his mother's bedside,—until she died.

"I wanted to play at her funeral," Borge told a friend, "but it might have been suicide, so I rented a chapel at a Swedish cemetery and played the same program I would have played, at the time her funeral was taking place."

His wife told him that she and her mother had managed to secure a passage to America on the *American Legion*, which the United States Government had sent to the Finnish port of Petsamo to evacuate American citizens and their families. He needed an American visa and went to the American consul, who told him he had seen his show and had never laughed so hard. "Promise me to make the American people laugh as hard and I will give you a visa."

He rushed to the airport and got a plane for Helsinki. He tried to get another plane for Petsamo but there was no gas in Finland. There was no train and the bus took two days, and the boat was leaving the next day. He went to the airport and asked the porter to let him know if anything turned

up, and then went to sleep on a bench.

About five in the morning he was awakened by the porter, who said that two men were leaving in their own plane. He ran over to them and found that they were the reinstated Russian consul and his secretary. He showed them his American visa and they held a conference and said that he could go with them. He arrived five minutes before the boat sailed. Nine hundred people crowded into space that was meant for five hundred.

Børge Rosenbaum became Victor Borge when he landed in New York. He and his wife took a room in a hotel and went to the movies every day so as to learn English. Borge said he would never forget New Year's Eve in Times Square. They were knocked down by the crowd and had some two hundred and fifty people on top of them. They lost their shoes and had to walk back to their hotel shoeless.

That first winter he went to Florida, rented a room in West Palm Beach and got a new start in life when he took part in a benefit at the Whitehall Hotel in Palm Beach. Al Jolson and Hildegarde had canceled their appearances. Borge did forty-five minutes, and saved the evening. This led to a one-night engagement at the Everglades Club. They said they would pay him a dollar a head, so they gave him \$300 for the three hundred guests. He pointed out that forty waiters had enjoyed his show also. They laughed and gave him \$40 more.

He got a very good notice in the columns of the *World Tribune* and this in turn led to two weeks at the Brook Club, a Miami Beach rendezvous. This resulted in a suggestion that he go to the West Coast.

He arrived as a Danish movie star, but soon discovered that there was no "crying" need for a Danish genius. In time, however, he regained the professional standing he had enjoyed in Denmark and Sweden. His chance came when Rudy Vallee hired him to do a "warm-up" for one of his radio shows. He did so well that he was engaged for the Bing Crosby show and stayed for fifty-six weeks.

Borge began to feel at home in America. He bought a ranch with a swimming pool, furnished it in antiques, bought a plane, and adopted two children. He has since been divorced and has given the ranch to his former wife and children. He organized an orchestra and has toured this country and Canada. He has had several radio shows and was a guest star on others. In the "Victor Borge Show" and the "All Star Revue" he played in stadia to enormous audiences—in Chicago to 80,000, in Philadelphia to 93,000, and at the Canadian National Exhibition in Toronto to 24,000 per night. His last show, "Comedy in Music," during the pre-Broadway tour played to sell-out houses and in San Francisco's Currant Theatre played to 72,500 in two weeks, which is indeed phenomenal for any show.

"Comedy in Music" received rave notices from the New York critics. Walter Winchell observed that "Mr. Borge was greeted with unprecedented reviews. They pelted him with superlatives. Shakespeare and Ethel Barrymore never received such adoration from critics anywhere." Brooks Atkinson in *The New York Times* described him as "the funniest entertainer in the world," while Walter Kerr wrote in *The Herald Tribune*: "This is the year of the

Borge—the Borge era on Broadway." Robert Coleman in *The Daily Mirror* called Borge "a terrific entertainer, a genius," and his performance "a joy from start to finish".

In 1952 Borge bought a 435-acre farm in Southbury, Connecticut, previously operated as a private game preserve, where well-to-do sportsmen could be guaranteed their fill of pheasant shooting. He changed the name to "Vibo Farms," the origin of which is not hard to guess, and proceeded to expand the establishment. He now sells the pheasants, and has added geese, guinea hens, and Cornish Rock pullets, all of them dressed and ready for the oven.

In the past year, Borge had disposed of 25,000 of these birds by mail order. He has customers in nearly every state in the Union. A hundred thousand more birds, of one sort or another have been disposed of wholesale to hotels and restaurants in New York City, Connecticut, Westchester, and on Long Island. The Borge plant is being expanded, and its proprietor expects to have his birds in stores all over the country by the end of the year.

Victor Borge re-married in 1953. The new Mrs. Borge is a former artist's agent, but gave up her business in 1949 to become Borge's manager. She has been married before and has a five-year old daughter. The Borge's now have a son nearly two years old.

A souvenir album about him contains a three-page biography entitled "Bach, Beethoven and Borge" and has in it this reference: "When he truly is resting, it is at Vibo, his Southbury, Connecticut game estate, where he fulfills his desire to be Farmer Borge.

There, amid thousands of clucking pheasants, guinea hens, geese, and Cornish Rock hens, he plays the piano to his heart's content, often into the small hours of the morning."

Fifty thousand copies of this album have been sold, and we suspect that "Vibo Farms", with its big, gray colonial house full of carved panelling from a North Carolina mansion, is a "nice little place".

Borge is a patriotic American citizen, but he is still a loyal Dane. He often gives Denmark a plug on the air.

He went back to Copenhagen in 1948, gave many concerts there, including a command performance before the King, and turned the entire proceeds, half a million kroner, over to Danish charities.

Victor Borge's appearances on the radio, in television, and in personal engagements have been frequent, and will continue to delight American audiences. The "unmelancholy Dane", has indeed joined that small and select company that may be called "master showmen".

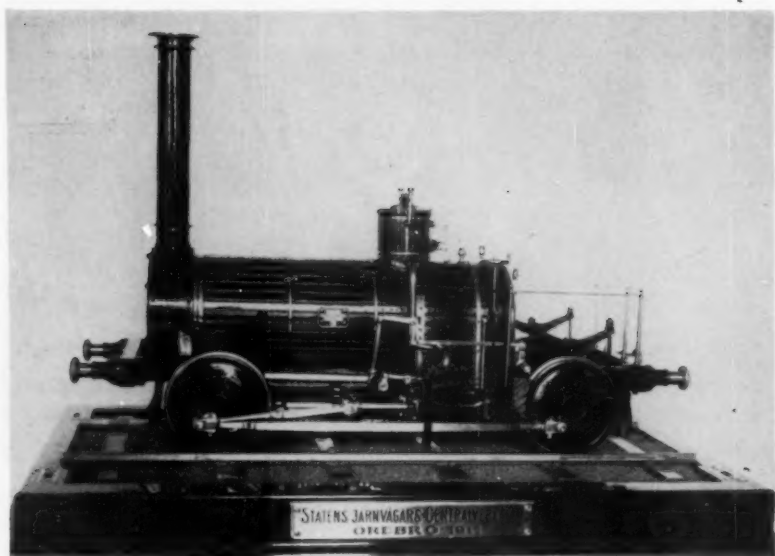
*Inez Lind, a frequent contributor to The Review, has written extensively on Scandinavian personalities in the news.*

## KIRUNA CHURCH BELL

BY ALBERT ENGSTRÖM

*Translated from the Swedish by Henry Goddard Leach*

RISE my clang to the sun,  
To the Northern lights my tiding.  
Waken the dreaming fells,  
The moors in slumber deep.  
Bless the laboring fields  
Their fruitfulness abiding.  
Consecrate at last  
To the place of eternal sleep.



*Swedish State Railways*

*A MODEL OF SWEDEN'S FIRST LOCOMOTIVE*

## THE SWEDISH STATE RAILWAYS

1856 - 1956

BY VINCENT H. MALMSTROM

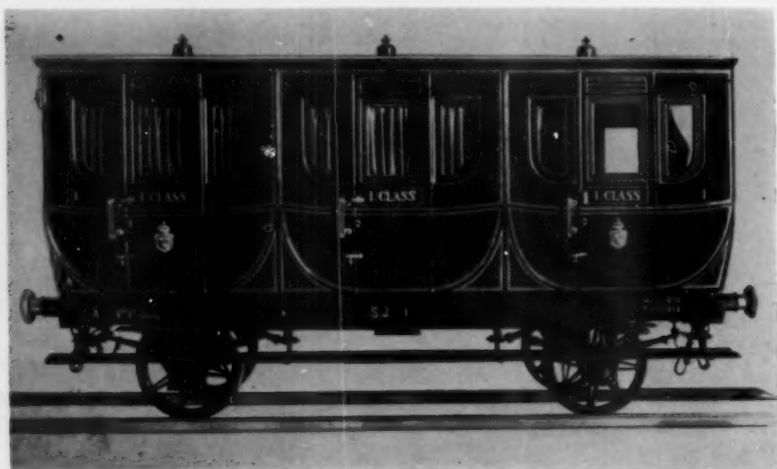
**O**F THE three Scandinavian countries, Sweden was the last to be reached by the innovation of steam railways. As early as 1847 Denmark opened her first railway (between Copenhagen and Roskilde), and service was begun on Norway's first rail line (connecting Oslo with Eidsvoll) in 1854.

In Sweden, a primitive "railroad" had actually begun operation at the Höganäs mines as early as 1798. The Frykstad railroad, at first pulled by horses, was opened in 1849, and the

first steam locomotive was introduced on the Norberg railroad in 1853.

However, it was not until December 1, 1856 that the first trains started moving over the tracks of what was to become the farflung Swedish Railways System. On that date, two short railstumps were opened simultaneously—one from the west coast port of Gothenburg east to the village of Jönsered, a distance of ten miles, and the other from the south coast city of Malmö northeast to the university town of Lund, a distance of eleven miles. From



*Swedish State Railways**A MODEL OF A FIRST-CLASS COACH FROM 1856*

this modest beginning, the Swedish Railways (Statens Järnvägar or SJ) have grown into one of the most efficient, well-ordered, and up-to-date transport systems in the world.

Behind the opening of Sweden's first two detached rail-stumps lay many long years of discussion and planning. Actually, this discussion had begun as early as March, 1829, when the Riksdag was debating a projected canal to link Lakes Vättern and Hjälmaren in the central lowland. During the course of the debate it was proposed that a railway be built instead of a canal, for news of the steam locomotive's first successes had only recently come from England. The idea was quickly dismissed, however, for it was concluded that the construction and maintenance of such a long railway (about 30 miles) would be quite impossible. As one cynical participant in the debate pointed out, "it must be realized at the outset that the people who live along the rail-

way will not pass up the opportunity of helping themselves there to whatever iron they need"; hence, damage to the right-of-way could not be prevented.

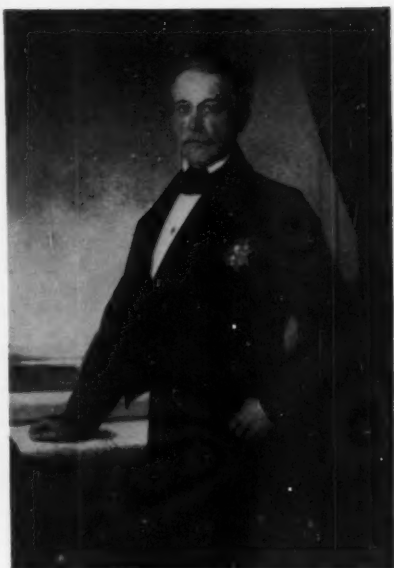
In 1840 the question of railways once more arose in the Riksdag. This time a proposal was submitted to allow private companies to build railways between the lakes of central Sweden, wherever such a means of transport would seem to be more feasible than canals. The strongest argument raised in favor of railways was that, unlike canals which were blocked by ice in winter, railways were impeded only by snow. It was maintained that "without exaggeration, railways could be expected to be usable nine months of the year, at least in the southern and central parts of the country, and during winters of little snow, perhaps the entire year". But, inasmuch as no definite plan was advanced, the motion was shelved.

The next impetus to railway con-



struction in Sweden came, interestingly enough, from England, in the person of a Swedish army major named Adolf Eugène von Rosen. Von Rosen was a close personal friend of inventor John Ericsson who was then living in England and who had himself perfected a steam locomotive. The new form of travel fired von Rosen with enthusiasm and in 1845 he started the formation of the "Swedish General Railway Company" in London. His "company" did not materialize, however, for in his enthusiasm he neglected to first obtain a concession from the Swedish government.

When von Rosen returned to Sweden in the autumn of 1845, it was his avowed mission to import the new means of transport. The plans that he



*Swedish State Railways*

NILS ERICSSON

*From a painting by Uno Troili*

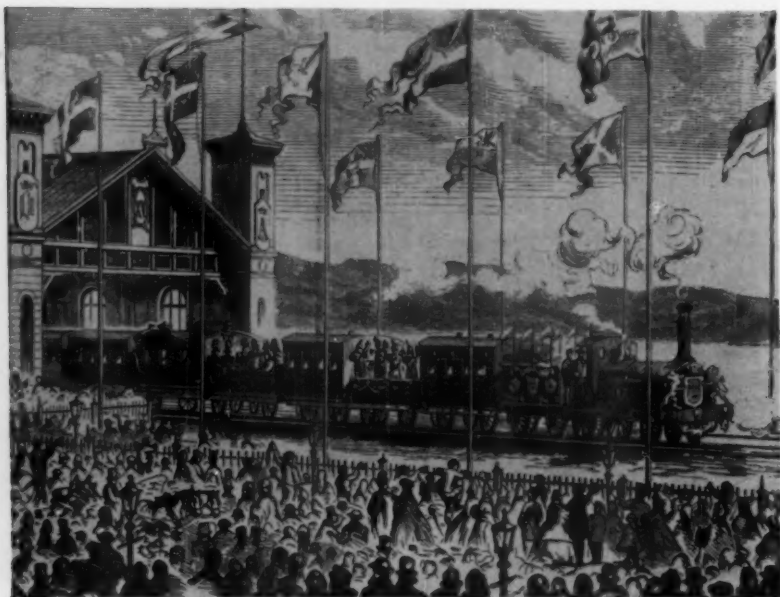


*Swedish State Railways*

THE MONUMENT WHERE THE FIRST  
GROUND WAS BROKEN FOR THE  
WESTERN MAIN LINE ON  
APRIL 30, 1855

laid before the king and government were no modest ones, for he envisaged three main lines radiating from Stockholm—one west to Gothenburg, another to the south coast, and a third north into Norrland. In addition to these three main lines, there were to be about a dozen branch lines. He further proposed that these lines be built and operated by private companies (chiefly British)—not all at once but systematically over a 20-year period. Although the incredible boldness of von Rosen's plan made many people question his sanity, the government decided to give him a chance. On November 27, 1845 his application was approved, on condition that complete plans and estimates be submitted by the end of 1847.

With two whole years in which to

*Swedish State Railways*

THE OPENING OF THE SOUTHERN MAIN LINE AT JÖNKÖPING ON DECEMBER 1, 1864. FROM A DRAWING BY K. H. KUMLIEN.

work, von Rosen was confident of success. But Fate intervened, for railways speculations in England had led to such a crisis that Von Rosen could not obtain the support on which he had counted. The deadline passed and the government canceled the agreement.

Still von Rosen refused to be dismayed and very shortly he introduced a revised plan. He now proposed that the main line from Stockholm to Gothenburg be built north of Lake Mälaren rather than south of it and that only the most convenient parts of the line should be built at the outset. Once again the Riksdag was embroiled in a bitter debate. A Conservative member reiterated the fear that "during the long, dark, and rainy nights of

autumn and winter" the tracks might be stolen. A Radical member doubted if there was any commodity "other than perhaps fresh fish" that needed to be transported more rapidly than by canals. And, with all the eloquence at his command, a distinguished member from Småland condemned everything that smacked of mechanization as being detrimental to Swedish society. Nevertheless, von Rosen's motion was carried and in December, 1848, the government gave a concession to the "Royal Swedish and English Company for the Railway between Örebro and Hult". Once more von Rosen started a campaign to raise funds, but once more the deadline came and went. However, this time he managed to persuade the

*Swedish State Railways*

KING OSCAR II AT THE OPENING CEREMONIES OF THE EASTERN MAIN LINE AT NÄSSJÖ ON NOVEMBER 18, 1874. FROM A DRAWING BY R. HAGLUND.

government not only to extend the deadline but also the project, receiving a new concession for the "Royal Swedish Company for the Railway between Köping and Hult". The government's willingness to extend the deadline indicated that a "railway awareness" had definitely been awakened in Sweden. On the other hand, the fact that the new concession contained no mention of the "English" indicated that there was a growing reluctance to have foreign investors participate in Swedish railway construction.

In the Riksdag of 1854, von Rosen made one last attempt to win adoption of his plan to allow British entrepreneurs to build and operate Swedish railways. But, on November 18 of that year, the issue was finally settled when a resolution was passed which gave

the Swedish state sole right to construct and operate the country's main railways. Seven and a half million Riksdaler were appropriated for the starting of two lines—one from Stockholm to Gothenburg and the other from Stockholm to Malmö. In deciding on the actual trajectory that a given line should follow, the state would be guided by two primary considerations: to find a route that (1) afforded the fewest obstacles of terrain and (2) would best serve the interests of the nation's economy.

The resolution did not entirely exclude private companies from railway construction, however, for they were to be permitted to build secondary connecting lines. Nevertheless, for von Rosen the resolution meant a great personal defeat. After having devoted



*Swedish State Railways*

*THE FIRST ELECTRIC LOCOMOTIVE MADE IN SWEDEN (1891)*

nearly nine years of his life to the introduction of steam railways into Sweden, von Rosen now saw himself pushed aside. Others would go on to build upon the foundations that he had laid. And, though we hear little more of von Rosen in the official annals, no other man deserves better the title "Father of the Swedish Railways".

The man who was entrusted with the monumental task of planning and building the Swedish State Railways system was Nils Ericsson, brother of the famous inventor. Ericsson, who had already retired after an active life of canal building, had "scarcely seen a railroad"; yet, he proved to be just as capable as von Rosen had been enthusiastic. After nearly two years of study, he submitted a detailed plan to

the government in November, 1856. In it, he incorporated two of his own modifications—(1) the main Stockholm-Gothenburg line should run south of Lake Mälaren, and (2) in Stockholm itself there should be a single Central Station on the north side of the Mälaren and reached by a bridge. The latter idea, in particular, drew much criticism and Ericsson's opponents accused him of trying to add a "fairy-tale touch" to the plan. But luckily the government backed Ericsson on every point. As a result, instead of having two or more rail terminals, the Swedish capital was fortunate in having one from the very outset, obviating the necessity of building costly connecting lines later on.

In December, 1856, only a month after Ericsson submitted his compre-

*Swedish State Railways*

ONE OF THE NEW ELECTRIC EXPRESS LOCOMOTIVES

hensive railway plan, the first sections of the Gothenburg and Malmö main lines were opened. Under Ericsson's able direction, work progressed rapidly. Already in 1860 Sweden had completed more miles of railway than Denmark and Norway put together, despite her later start. Early in November, 1862 King Karl XV officially opened the longest continuous rail line then found in Scandinavia—the 283-mile railway linking the cities of Stockholm and Gothenburg. The first of the Swedish State Railways main lines had been completed in almost record-breaking time!

Shortly after the triumphal opening of the Stockholm-Gothenburg railway, Ericsson handed in his resignation,

for he felt that the construction program was now well under way. It was only with the greatest reluctance that the government accepted his resignation and allowed him to return to the privacy of his retirement. In recognition of his masterful planning, the Riksdag voted him an annual pension of 15,000 Riksdaler, which he received until his death in 1870. There can be little doubt but that the Swedish State Railways were spared many of the early "growing pains" which often afflict incipient rail systems (for example, that of neighboring Norway), thanks to the planning genius of Nils Ericsson.

Once begun, construction of the Swedish State Railways continued rapidly and systematically. In 1864 the

Falköping-Malmö line was opened. In 1871 through-connections were established with Oslo. In 1874 the distance between Stockholm and Malmö was shortened by a line east of Lake Vättern. The following year part of the line to the north was opened and in 1882 travelers could go by rail all the way to Trondheim. By the turn of the century the tracks of the Swedish State Railways had been extended beyond the Arctic Circle and by 1903 they had been pushed across the mountains of Lappland and trains were rolling down to the north Norwegian port of Narvik. The last main line to be completed was the so-called "Inland Railway" which runs through the vast forested interior of northern Sweden. On this line, the final link was forged in September, 1936.

Although the railway resolution passed by the 1853-54 Riksdag stipulated that the Swedish state was to build, maintain, and operate the main lines of the country, it also provided for the construction of secondary branch lines by private companies. Thus, during the same session that funds were voted for the commencement of the two main Stockholm-Gothenburg and Stockholm-Malmö lines, state support was also approved for two private lines in the Bergslag district of central Sweden. As a result of unsettled economic conditions, private railway construction proceeded slowly during the 1850's and in 1862 there was less than 150 miles of private lines in operation. The successful completion of the Stockholm-Gothenburg line in that year seemed to act as a stimulus to private railway construction, however, for the government was

deluged by requests from small companies all over southern Sweden. In the budget year 1862-63 no less than nine and half million Riksdaler were appropriated to aid in the building of private railways. Later in the same decade, the tempo of construction activity again declined, due to the effects of war on the continent and a series of bad crop years at home.

In 1869 a committee was set up to study the form in which state aid to private railways might best be given and to determine which secondary lines were most necessary to complete the country's rail net. The committee submitted its report the following year, suggesting that a distinction be made between those private lines which were secondary in character (lines which connected interior towns with each other or linked interior towns with the coast) and those that were purely local in nature. It further suggested that secondary railways be built in all parts of the country, but spaced far enough apart so that they wouldn't compete with each other for traffic. The Riksdag set aside ten million Riksdaler to be used to aid private railway construction during the five-year period from 1872 to 1876. From this fund, loans up to two-thirds of the estimated construction costs were advanced by the state. This appropriation made it clear that the government recognized the important role that private railways would play in filling out the country's communications net. Encouraged by the generous loans, and indeed, by the very atmosphere of "liberalism" which dominated Swedish economic thought at the time, private railways sprang up rapidly all over southern and central Sweden. In a few



*Swedish State Railways*

*INSTEAD OF TRAVELING WITH SLED AND REINDEER MANY OF  
THE NOMADIC LAPPS NOW USE THE RAILROAD*

short years they quite outdistanced the state railways in terms of total mileage. In fact, the rapid expansion of private railways in Sweden led some members of the Riksdag to suggest that perhaps even the state railways should be built by private contractors.

But, if the early 1870's were characterized by economic optimism and

prosperity, so were the late 1870's a period of pessimism and depression. Crises in Swedish agriculture and foreign trade led to a decline in railway construction and many railways already completed found it increasingly difficult to operate at a profit. One of them, a short line from Hallsberg to Mjölby in the central lowland, became



the first private railway in Sweden to be nationalized when in 1879 the government bought the line to save it from bankruptcy. Ironically enough, this railway had been one of those completed in the flush of optimism only six years earlier.

The period of depression which began in the late '70s dragged on into the early '80s. Finally in 1886 an "economic committee" was established to study the plight of the railways. It was the committee's finding that rail transport was too costly, especially for agricultural products, and that a schedule of rebates was desirable. It was realized, of course, that the introduction of rebates would be difficult, since over half of the country's railways were in private hands. The ensuing discussion did much to clarify Swedish thinking on the difference of interests between state and private railways, however. State railways were built and maintained as a service to the country and their operation at a profit, though desirable, was definitely of secondary importance. Private railways were, in contrast, to be regarded as a type of industry whose foremost aim was to earn a profit on their invested capital. This fundamental difference made effective cooperation between the state and private railways extremely difficult, as the following example will serve to illustrate. In its effort to standardize transportation costs over the entire country, the government managed to induce the private railways to adopt the lower freight rates charged by the state-owned system. This advance was soon nullified however, when the private railways again increased the freight rates by imposing a "line charge", that is, a fixed charge payable to each rail-

way line over the freight moved regardless of distance. Therefore, for a variety of reasons it seemed desirable to consolidate the many private railways into a single network and it was the considered opinion of the "economic committee of 1886" that the state should assume control of the more important private lines. Their proposal had no far-reaching consequences, though in the mid-1890's the state purchased the so-called "West Coast Railway" because of its importance as a link between Norway and the continent.

Although nationalization was not adopted as a conscious policy by the government, in the succeeding decades another half dozen private lines were bought by the state to save them from bankruptcy. About the end of the First World War, the question of nationalization once more came under review. A committee appointed in 1918 acknowledged the handicap imposed on the Swedish economy by having a railway system whose ownership was divided between state and private interests; but it concluded that general nationalization did not seem economically feasible. Instead it proposed that many of the smaller railways be welded into larger companies. An attempt to implement this proposal was made in the southern province of Skåne in 1927, but failed due to the lack of voluntary cooperation. In the meantime the state continued to absorb those private railways which found themselves in difficult financial straits.

In 1933 the Directorate of the State Railways was asked by the Riksdag to draw up estimates for the administration and operation of a nationalized system of standard gauge railways. The

*Swedish State Railways*

*THE SWEDISH RAILWAYS PROVIDE SPECIALLY FURNISHED CHILDREN'S COMPARTMENTS FOR MOTHERS WITH BABIES UNDER TWO YEARS OF AGE*

estimates which were submitted appeared so promising that in 1936 another special committee was set up to explore the question further. Like their predecessors fifty years earlier, the committee of 1936 proposed that, with few exceptions, all private railways of gen-

eral importance should be nationalized. Half a century had passed and in that period the economic and political climate of Sweden had changed considerably. This time the parliament responded positively to the committee's recommendation and in 1939 a

resolution was passed to nationalize the country's remaining privately-owned railways. Today ninety-five per cent of all railway mileage in Sweden is operated by SJ and the only major railway which remains in private ownership is a mining railway in the central part of the country. Though its formal absorption has been indefinitely postponed, it too functions for all intents and purposes as a part of the national rail network.

Despite the fact that the railways of Sweden have been late in achieving unification, they have long been recognized as pioneers in the field of electrification. In fact, the world's first electrically operated passenger railway began service in the suburbs of Stockholm in 1895. To be sure, progress in the early years was slow but an advance of major importance was made in 1915 when electric service was started on the railway linking the iron mines of Kiruna with the Norwegian frontier. There, on the line that carried the heaviest freight traffic and encountered the severest climatic obstacles of any railway in Sweden, electricity proved itself. In the succeeding decades the tempo of electrification has been steadily accelerated until forty-three per cent of the entire mileage of Sweden is electrically operated and eighty-seven per cent of all traffic is powered by "white coal". The Swedish

State Railways can boast not only of the longest electrified rail system in the world but also of some of the cleanest, fastest, and most up-to-date trains anywhere in service.

In the hundred years of its history, the Swedish State Railways system has grown into the largest business enterprise in all of Scandinavia. Today its payroll lists some 68,000 employees, or very nearly one per cent of the country's entire population. In addition to over 10,000 miles of railway it operates directly, or indirectly through its subsidiaries, well over 2,000 motor buses on 22,000 miles of routes serving every corner of the country, together with a fleet of ferryboats that provide international connections with Denmark and Germany. Built, maintained, and operated with characteristic Swedish efficiency, SJ not only carries the lifeblood of the modern Swedish nation, but it does so at a profit. Its annual revenues derive from over 100 million passengers and nearly 6,000 million ton-miles of freight traffic. What more forceful reply could be given to the member of the Riksdag who, a century ago, facetiously posed the question, "What can we transport on the long railway lines in Sweden? A little herring from Stockholm to Gothenburg and a little codfish the other way?"

*Dr. Vincent H. Malmstrom teaches geography and related subjects at Middlebury College in Vermont. He spent two years in Scandinavia under the auspices of the Fulbright Program and the Social Science Research Council and made a special study of communications in the Northern countries. He is the author of the two volumes on Norway and Sweden in the Life in Europe Series.*

## THE PROPOSAL

*A SHORT STORY FROM ICELAND*

BY THORSTEINN STEFÁNSSON

PEOPLE called her Gudda, Crazy Gudda — and they all laughed at her — she knew it — because she was the eldest girl on the farm and because she had not yet succeeded in getting herself a husband.

Even Sigurður, the sheep tender — who had, after all, been dear to her once — now joined in their mocking. Indeed, he was the worst of them all. At any rate, his teasing hurt the most. Dare say, he had forgotten the Sunday mornings when she had gone to the cote to feed the sheep for him, lest he need get up so early. Or all the times when she had brought him coffee in bed . . . But perhaps he never meant anything except making fun of her, perhaps it all had been make-believe from beginning to end. Oh, how she hated falsehood! As if she did not know that Sigurður was false and always had been! Everybody was false!

Gudda poked the fire furiously. It would not burn, and in half an hour dinner had to be ready. Nor was it so strange that she could not make that fire burn. Nothing but wet peat could ever be found the week she was in the kitchen; Sigurður saw to that. It was different when one of the young girls was in charge. Then the peat would be dry, and then there would be no lack of kindling wood in the morning.

There, will you burn then! Gudda poured a good deal of petroleum out of the bottle over the reeking peat, slamming the iron lid fiercely. It crackled, so that the stove shook. Then

she got up and started to cut the fish into pieces on the kitchen table.

She stood there, spare and slender, dressed in a dark, threadbare gown, and a tattered kitchen-apron. The latter had been torn the day before, as she had had to fight herself free of Sigurður, whose teasing almost took the form of violence. Her face was thin and grief-worn, her eyes red-rimmed and swollen from too much weeping.

Yes, they were loathsome all of them. — No, not all. Not Jón — at least she hoped not . . . Why had he wanted to talk to her yesterday? Or was it just a pack of lies like everything else, something they had invented to mortify her still more?

But Jón was different from the others. He never took part in malicious teasing of that kind. On the rare occasions when he came to the farm and had dinner with them, he sat quiet and modest at table, beside Sigurður, without uttering a word. Only when serious subjects were talked about, such as sheep or the weather, he joined in the conversation, and then mainly addressing the master or the mistress of the house. He was a farmer himself and owned a house and stables. Who did Sigurður think he was that he should make fun of him every time he had left. Fie, he ought to be ashamed of himself! He who only was a hired man, while the other was the owner of land and livestock. True enough, Jón's farm was not big. The live-stock, it must be admitted, consisted only of one cow,

twenty ewes, and a ram; for the dog and the three cats were not counted in. But what did it matter if a man was poor when, after all, he was his own boss, master of his own farm?

Nor was Jón big of stature; she towered rather more than a head above him, although she was scarcely over medium height. They called him Little-Jón. How they ought to be ashamed of themselves, the wretched people, to make fun of the man's name! No one could be held responsible for being born big or small. And she knew that Jón could achieve as much as any of the most powerful men in the neighborhood, both on land and sea. He had big strong hands and big feet, and there was something very masculine about his bearing. Curious, that he went on living alone, a man in his position, a possessor of a farm, fully equipped. How old could he be? Could he be older than she, perhaps past his forties?

It had happened that he had addressed a few words to her; yet never when anyone else was present. He was right in that too. What business was it of others if Jón spoke to her?

A new, exciting thought struck her as she stood there bending over the kettle with the fish-tray in her hand. Was that why Jón had wanted to see her? Was Jón going to get himself a housekeeper? . . . Then she would be able to say good-bye to this farm, never to set her foot on this kitchen floor again. Jón was a man worth working for. He was a man worth *loving*. The resentful features of her face suddenly smoothed out, and for a moment it had a tender, almost juvenile expression.

Yes, Jón was a man a woman could love.

"Well, Gudda, will dinner soon be ready?" The mistress appeared in the doorway. There was a subtle half-smile playing on her lips.

"There is a man in the parlor who wants to see you," she said.

Gudda's cheeks flushed. In the twinkling of an eye she had slipped off her tattered apron. Oh, she must hurry to put on her Sunday best. It was not every day one received "gentlemen visitors".

In the parlor, sitting on the very edge of a chair that stood nearest to the door, a modest little man was waiting. His clothes were patched, and on his feet he had a pair of heavy, untanned neat's-leather shoes. His eyes were small and deepset, his hair was not brushed but hanging in tangled locks. Only his beard had just been cut. He sat stooping, holding his big, weatherbeaten hands against his knees. On the floor, beside his chair, lay his hood of lamb-skin.

Then the door was opened, and in stepped Gudda, dressed in her Sunday best. The little man rose, jumping to his feet. He had to turn his face upwards in order to meet her eyes.

"Good day, Gudda," he said and held out his hand to her.

"Good day, Jón," she answered, enjoying the clasp of his strong, weather-beaten hand.

"Can you come with me outside the farm house? I want to talk to you alone," said Jón. He always felt uncomfortable in other people's rooms; especially if they were larger than his own.

"Yes, please, sir." Gudda's face lit into a broad smile. She bent down picking the hood of lamb-skin up from the floor.

"Isn't this your hat, sir?" she asked courteously.

They walked together across the yard; she went in front. Now and then she looked back. She did not quite know where to stop. Jón, too, looked anxiously about him. There came Sigurður, the sheep tender, strutting along through the field. As a matter of fact, the two of them had never been friends.

"Can you accompany me behind the hill there?" asked Jón.

"Yes, please, sire." No harm in Sigurður's seeing her setting off with a man.

Not until they were well hidden from the eyes of the farm did they stop. Jón pulled a grass-stalk out of the ground and chewed it. Then he spat, drew a long breath, and began:

"I wonder whether you have heard that my number of sheep has increased in the last year. There are now 28 ewes, nevertheless I shall, naturally, keep the cow, hereafter as heretofore — and sure my old prize ram is still potent, as you will know. I have therefore been thinking that the time has come for me to think of marriage. But I have always held womankind in respect, and it would never have entered my head to ask a woman to be *mine* only for her to toil like a man-servant on my farm. For eight years you, Gudda, have been present to my mind's eye. Now I want to ask you if you will become mistress of my farm — I, naturally, need not mention that the whole flock will then be yours as well as mine, and I just want to add that

although things are, perhaps, not so splendid at my farm as they are at certain others, still there is plenty of kindling wood, and the peat is, perhaps, drier than it is at certain other people's — and I have a good supply of blood-puddings and split-cod left over from the year before last..."

He would have liked to say a great deal more, but Gudda interrupted his flow of words. She had started to cry.

"I always wished, always hoped you would... come... Jón — Jón — I love you."

Involuntarily she reached for his hands. But Jón had put his arms around her and held her in a strong embrace.

When Gudda once more made her appearance in the kitchen, all the servants had gathered for dinner. The mistress was busy beside the range, and almost looked despairing. The soup had caught, and the fish was boiled to pieces. But this time neither derision nor scolding had any effect on Gudda. With her face all aglow and her eyes beaming she started to lay the table. She let the mistress go on scolding, a good while. Then, walking up to her, she threw one of her arms round her neck, as if, suddenly, she were her equal — and for the first time it occurred to Sigurður, who sat on the kitchen bench glancing at them askance, that Gudda's face, after all, was quite pretty.

"Pardon me, dear ma'm," she whispered — still loud enough for everybody to hear — "I have had a proposal."

*Thorsteinn Stefánsson is an Icelandic writer who at present is living in Denmark. He has written a number of short stories, and in 1942 he was awarded the Hans Christian Andersen Memorial Medal for his novel "Dalen".*



# BOOKS FOR AMERICAN LIBRARIES

## 1955 SELECTIONS

American prices furnished by Thyra Fjellanger's Book Store, 6005 8th Ave., Brooklyn 20, N.Y.

### DENMARK

#### GENERAL

ABILDGAARD, OVE & HANS LYNGBY-JEPSEN (Eds.). *I tidret efter*. Aschehoug. 152 pp. Price \$2.50 bound.

The German Occupation gave rise to new directions in the literature of Denmark. The present anthology, covering the ten years since the war, is therefore of great literary interest.

BOM, KAJ. *Dansk i dag*. Wangel. 176 pp. plus Index. \$1.60.

A far from solemn introduction to the study of the Danish language, especially intended for self-study, with exercises and bibliographies. The author is a specialist in "slang"; to him the speech of everyday is the correct speech, but he deals fully with traditions in style as well as with good and bad writing.

DAHL, REGIN, TAGE SKOU HANSEN & OLE WIVEL (Eds.). *Danske digtere fortæller*. Fra St. St. Blicher til Martin A. Hansen. Gyldendal. 398 pp. Price \$3.95.

An outstanding anthology of Danish stories, including thirty stories by 21 authors. These "classics" provide splendid reading for every one.

FINK, TROELS. *Sønderjylland siden genforeningen i 1920*. Schultz. 171 pp. Price \$2.25 bound.

An authoritative volume on South Jutland (Slesvig), by a professor of history. Conditions on both sides of the border are dealt with, including the difficulties of the inter-war period and the settlement of 1945. Peaceful co-existence should be the goal, and the rights of all minorities should be respected.

FRANSEN, ERNST, NIELS KAAJ JOHANSEN & OLE RESTRUP (Eds.). *Danske Digtere i det 20. Aarhundrede. En Række Monografier*. Vol. 3: Fra Marie Bregendahl til den unge Prosa. Gad. 488 pp. Index. Ill. Price \$14.25 bound.

Vols. 1 and 2 of this work were published in 1951. This supplementary volume contains the biographies of a great number of authors who were left out of the other volumes, as well as articles about Danish literary journals and critics.

HANSEN, H. C. & JULIUS BOMHOLT (Eds.). *Hans Hedtoft. Liv og virke*. Fremad. 252 pp. Ill. Price \$3.95 bound.

A splendid commemorative volume about Denmark's late prime minister, who carried on the work of Stauning and led the Social Democratic party through difficult years, but passed away much too early.

LANGBERG, HARALD. *Danmarks bygningskultur. En historisk oversigt*. Vols. 1-2. Gyldendal. Index. Ill. Price \$18.00 bound.

An important and valuable work on architecture in Denmark. Danish churches, castles, and houses through the ages are fully described in these two volumes which feature no less than 725 illustrations and drawings. The work amounts to a veritable cultural history and makes absorbing reading.

MARCUS, AAGE (Ed.). *Danske Levnedsbøger fra det 19. Aarhundrede*. Det danske Forlag. 322 pp. Price \$2.85 bound.

A selection of excerpts from Danish autobiographies; this work gives the reader a clear idea of men and events of the nineteenth century and makes him want to read the unabridged editions of these books.

NIELSEN, ERLING (Ed.). *Dansk skrivekunst. En essay-antologi*. Cappelen. Oslo. 343 pp. Price \$5.25 bound.

This first anthology of Danish essays has been printed in Danish in Norway. All the essays were selected as being characteristic of the authors; a fourth of them are published in a book for the first time. There is a rich variety in both style and subject matter, including nature, the theater, the arts, and politics, all saturated with Danish humor and laughter.

TOPSØE-JENSEN, H. H. C. *Andersen i Livets Aldre. Et Brevpotpourri*. Gad. 63 pp. Price \$1.40 bound.

Originally lectures given over the radio, this book paints a picture of Hans Christian Andersen at four different periods of his life, based on a study of his letters. This is the very best book published on Andersen in the year of his centenary.

WIVEL, OLE (Ed.). *Martin A. Hansen til minde*. Gyldendal. 263 pp. Ill. Price \$3.00.

That Denmark not only lost a very unusual author, but also a great man in the death of Martin A. Hansen, is evidenced in this memorial volume. The numerous contributions about him add up to a picture of a splendid

and versatile writer, firmly rooted in the soil of Denmark.

#### FICTION

ABELL, KJELD. *Fire skuespil*. Thaning og Appel. 265 pp. Price \$3.60.

Four of the best plays by Kjeld Abell have been brought together in this volume. Including the very successful *Melodien som blev væk* and the humorous *Eva aftjener sin barneplikt*, the whole volume makes excellent reading.

BRANNER, H. C. *Ingen kender natten*. Gyldendal. 313 pp. Price \$4.00 bound.

A shocking novel of war, which is also a study of men's minds under great stress. Above all it gives voice to a fervent faith that two people of entirely different backgrounds are able to fight together for freedom.

DITLEVSEN, TOVE. *Kvindesind*. Digte. Hasselbalch. 77 pp. Price \$2.50.

A collection of poems through which the mature woman speaks about fear and her disappointments, but also about her faith in life.

ELKJÆR, SIGURD. *Taarnduer*. Noveller. Det danske Forlag. 199 pp. Price \$2.40.

A volume of short stories of rural life around the year 1800. The folksy, humorous style at its best reminds one of Blicher.

GUNNARSSON, GUNNAR. *Sonate ved havet*. Gyldendal. 96 pp. Price \$2.20.

The unique, evocative style of this book is ideal for its description of the nature of Iceland, and for the story of a fisherman, a dreamer, who through hard work unselfishly serves his fellow men.

HANSEN, MARTIN A. *Konkyljen*. Gyldendal. 204 pp. Price \$3.25.

A collection of the late author's short stories, some of which have already appeared in print. They are all characterized by that special style which was so greatly admired.

LYNGBY-JEPSEN, HANS. *Vintervej*. Gyldendal. 162 pp. Price \$3.00.

The story of a peasant lad who has lost

his mother and sets out to find his father who had broken with the rural community in order to live his own free life. Through the help of a young girl the boy finds himself, but not before learning what the father's way of life leads to.

PLESNER, KAREN. *Den gyldne tid*. Arena. 165 pp. \$3.10.

A novel whose thesis is that we must be guided by the demands of reality and not by the dreams of the "good old days". An English girl is suddenly transferred, during World War II, to a milieu reminiscent of Jane Austen's novels; she gets along all right, but this way of life does not measure up to "real" life.

SARVIG, OLE. *Stenrosen*. Gyldendal. 246 pp. Price \$3.60.

A novel about the "lost generation" in Germany. The main character is actually the city of Berlin and we are witnesses to a passing parade of not very savory individuals. There are no alibis for the vanquished, but much to be learned about conditions and possibilities in the future.

THOMSEN, KNUD H. *Taae om en ø*. Hagerup. 181 pp. Price \$3.30.

What happened on the island of Vindø around 1500 A. D. when foreign soldiers landed in the mist, is not very different from the Occupation of Denmark, and the consequences are similar. The symbolism is not strained and the book may be read as a straight historical novel.

ØRUM, POUL. *Sidste flugt*. Fremad. 137 pp. Price \$2.00.

The claim that "once a thief, always a thief" seems to be proven in this tale about an escaped convict who seeks to get away from his milieu, but who meets up with a former friend and everything starts over again.

Compiled by Mogens Iversen, Librarian at the State Inspectorate for Public Libraries, Copenhagen.

## ICELAND

#### GENERAL

AFMÆLISRIT to dr. jur. & phil. Ólafur Lárusson, retired Professor of Law at the University of Iceland. Hlaðbúð. 213 pp. Price \$11.75 paper.

Published on the 70th birthday of this greatest authority on Icelandic law, this book contains a collection of essays on Icelandic law and history, and a list of the professor's writings.

ARNASON, JÓN. *Íslenzkar þjóðsögur og ævintýri*, Vol. III. Publ. by Bókautgáfan Þjóðsaga. XI + 656 pp. Price \$16.00 paper, \$18.00 bound.

One of the main works in the literature of Iceland, and one of the best collections of legends in existence, *Íslenzkar þjóðsögur og ævintýri* was compiled by Jón Arnason (1819-1888) and published in two volumes (in Leipzig) 1862-64. This collection has been

unobtainable for a number of years (offset-printed 1930). Now a new edition is being readied, edited by Árni Böðvarsson cand. mag. and Bjarni Vilhjálmsson cand. mag., based on Jón Arnason's collection of MSS in the National Library in Reykjavík. The first two volumes correspond to the original edition, with slight variations. But less than half of Jón Arnason's collection of MSS was originally printed, so that this third volume is a new collection. Two more such volumes are expected (c: the edition will total five volumes).

**BJÖRNSSON, BJÖRN TH.** *Brotasílfur*. Heimskringla. 137 pp. Ill. Price \$5.00 paper, \$6.50 bound.

Essays on the history of Icelandic painting and culture.

**DIRECTORY OF ICELAND 1954.** 31st edition. Publishers: Íslenzk árbók. 734 pp. Price \$4.50 bound.

A practical and informative Icelandic year-book.

**EGILS SAGA SKALLA-GRIMSSONAR. ÍSIENZK FORNTRIT II. BINDI.** Hið ísl. fornritafélag. Ill. CV (introduction) + 319 pp. Price \$5.80 paper, \$9.50 bound.

This edition by Professor Sigurður Nordal of one of the most famous of the Icelandic sagas was the first of the scholarly editions of Icelandic classical literature published by Hið ísl. fornritafélag since 1933 (13 volumes have appeared to date). This edition has been out of print for many years but appears here offsetprinted.

**GISLASON, VILHJALMUR Þ.** *Íslenzk verzlun*. Helgafell. 84 pp. Ill. Price \$6.50 bound.

A history of Icelandic trade, published on the centennial anniversary of free trade in Iceland.

**HAGALÍN, GUÐMUNDUR G.** *Hrævareldar og himinljómi*. Bókfellsútgáfan. 269 pp. Price \$6.90 and \$8.40 bound.

The fifth volume of the interesting and entertaining autobiography of this well-known writer.

**HALLBERG, PETER.** *Verðandi-bókin*. Helgafell. 99 pp. Price \$5.50 paper, \$8.00 bound.

A work on the life and writings of the Nobel Prize winner Laxness, by a Swedish university lecturer. The Swedish edition (1952): *Halldór Kiljan Laxness*, in the series "Studentföreningen Verdandis Småskrifter" (Bonnier).

**HALLDÓRSSON, HALLDÓR.** *Nýyrði III*. Menntamálaráðuneytið. 44 pp. Price \$1.50 paper.

A collection of Icelandic neologisms, pub-

lished since 1953 by the Ministry of Education, edited by a special philological committee of University professors in collaboration with specialists (in the fields treated). The present editor is the Associate Professor in Modern Icelandic language, H. Halldórsson. This volume contains words pertaining to farming.

**ISLAND (ICELAND).** (Photographs in color). Almenna bókafélagið. 89 pp. Ill. Price \$9.50 bound.

With foreword by Gunnar Gunnarsson, text by Dr. Sigurður Þórarinnsson, and photographs by Helga Fietz and others, this is the best collection of photographs from Iceland yet to appear.

**KONUNGS SKUGGSJA. (SPECULUM REGALE).** Leiftur. 246 pp. Price \$7.35 paper, \$9.25 bound.

The most recent edition, by Professor Magnús Már Lárusson, of this Old Norse didactic 13th-century work (in the form of a colloquy).

**LAXNESS, HALLDÓR KILJAN.** *Dagur í senn*. Helgafell. 302 pp. Price \$8.00 paper, \$10.75 bound.

The latest collection of essays and speeches by the Icelandic Nobel Prize winner.

**PJETURSS, HELGI.** *Nyall. Ennyall. Framnyall. Viðnyall. Sannnyall. Þónyall.* Félag Nýalssinna. Six volumes, 1917 pp. Price \$24.50 paper, \$29.00 and \$35.00 bound.

Helgi Pjeturss (1872-1949), who was a Doctor in Geology, is about the only Icelandic philosopher who has put forward systematic theories in philosophy and cosmology. He was also a good writer. This is the Complete Edition of all his philosophical writings which originally appeared during the period 1919-1947.

**SAGA ÍSLENDINGA.** Vol. VIII. First part, by Jónas Jónsson. Menntamálaráð og Þjóðvinafélag. 440 pp. Ill. Price \$6.00 paper, \$8.25 and \$10.50 bound.

*Saga Íslendinga*, whose publication was started in 1942, will be the most thorough history of Iceland yet to appear. It will total at least ten volumes. Five volumes have been published to date, from Vol. IV (on the 16th century) to the present Vol. VIII, First Part. The books will be written by several authors and may therefore be a little diverse in character. The volumes that have appeared so far were written by two professors in Icelandic history at the University of Iceland, the late Páll Eggert Ólason and Þorkell Jóhannesson, the present Rector of the university. Jónas Jónsson is a former political leader and minister. The present volume by him deals to a considerable extent with Jón Sigurðsson, Iceland's great national leader, and also with

several poets. It resembles more a collection of essays than a continuous historical work, it is not scientific but makes very interesting reading.

**SKYRINGAR OG BÓKMENNTALEGAR LEIÐBEININGAR VIÐ SYNISBÓK ISLENZKRA BÓKMENNTA.** By Guðrún P. Helgadóttir and Jón Jóhannesson. Bókaverzlun Sigfúsar Eymundssonar. 171 pp. Price \$3.25 bound.

A commentary to the *Synisbók*, an anthology of Icelandic literature up to the middle of the 18th century, compiled by Sigurður Nordal and the two above named authors (publ. 1953). A continuation of this anthology is *Islenzka lestrarbók 1750-1930*, compiled by Sigurður Nordal. A commentary to *Islenzka lestrarbók* has been published: *Skyringar við islenzka lestrarbók* by Sveinbjörn Sigurjónsson. Thus there are now available anthologies, with commentaries, covering the whole period from the origins of Icelandic literature up to the year 1930.

**STUDIA ISLANDICA. BERGSVEINSSON, SVEINN. ÞRÓUN Ó-HLJÓÐA I ISLENZKU; FOOTE, PETER. NOTES ON THE PREPOSITIONS OF AND UM(B) IN OLD ICELANDIC AND OLD NORWEGIAN PROSE.** Leiftur. 83 pp. Price \$2.40 paper.

This is the 14th volume of *Studia Islandica*. The other volumes have appeared at irregular intervals since 1937. The originator of the series and the first editor was Professor Sigurður Nordal. The series are now published by the Faculty of Philosophy of the University of Iceland, the present editor being Professor Steingrímur J. Þorsteinsson. The series contain essays on Icelandic literature and philology, with a summary in English, German or French.

**ÞÓRÐARSON, ÞORBERGUR. Sálmurinn um blómið, II. bindi.** Helgafell. 312 pp. Price \$6.25 paper, \$8.00 and \$10.50 bound.

The second volume of an artist's conversations with a child. An interesting description of the psychological life and behavior of a child by one of the foremost Icelandic literary stylists.

#### FICTION

**ARBÓK SKÁLDA 1955.** Editor: Kristján Karlsson. Helgafell. 144 pp. Price \$13.00 paper.

A collection of short stories by young authors, from 1940-1954. Made on the same lines as *Arbók skálda 1954*, a collection of poems by young, modern poets.

**GUNNARSSON, GUNNAR. Sælir eru ein-faldir.** Published by Landnáma, Vol. XVII of Gunnarsson's Complete Works. Also publ. separately by Helgafell. 281 pp. Price \$10.75 bound.

A novel by one of the best known abroad of Icelandic writers. Originally written in Danish, *Salige er de enfoldige* (1920). Here translated by Skúli Bjarkan. An earlier translation by Vilhjálmur P. Gíslason (1920). In English translation (1930): *Seven Days' Darkness*.

**LAXNESS, HALLDÓR KILJAN. Heimsljós I-II.** Helgafell. 681 pp. Price \$18.75 paper, \$23.75 bound.

This is the second edition of what was originally a cycle of four novels: *Ljós heimsins*, *Höll sumarlandsins*, *Hús skáldsins*, *Fegurð himinsins* (1937-1940). The story of the genius who did not reach maturity and never succeeded.

**ÞORSTEINSSON, INDRÍÐI G. Sjötiú og níu af stöðinni.** Íðunn. 148 pp. Price \$2.60 paper. (Already 2 editions.)

A modern short novel, which among other things touches upon the relations between Icelanders and American soldiers. Since Laxness' debut probably no young writer has published a first novel that shows such great promise.

#### POETRY

**BRYNJÚLFSSON, GÍSLI. Ljóðmæli.** Edited by Eiríkur Hreinn Finnbogason, cand. mag. Bókautgáfa Menningarsjóðs. 127 pp. Price \$2.60 paper, \$3.60 bound.

A selection of poems by this eccentric and old-fashioned university lecturer and poet (1827-1888). This is the 14th volume in the series *Islenzka úrvalsrit*, handy selections from the works of deceased poets of merit, all with a short introduction. This series will continue, all the volumes are still available, and it is to be recommended to foreign libraries.

**JÓHANNES ÚR KÖTLUM. Sjóðagra.** Heimskringla. 164 pp. Price \$4.75 paper, \$6.25 bound.

The latest book of poems by a well-known and rather radical writer.

**PÉTURSSON, HANNES. Kvæðabók.** Heimskringla. 74 pp. Price \$5.25 paper, \$6.50 and \$7.75 bound. (Already 2 editions.)

It has been a long time since a first book of poems by an Icelandic poet has shown such maturity in thought and art, and aroused such general interest as this book by a young student.

**SVEINBJARNARSON, ÞORGEIR. Vísur Bergþóru.** Publ. by the poet. 96 pp. Price \$6.50 bound.

A first book of poems with a new, lyrical tone and a novel artistic form that unites the classical and the modern.

Compiled by Steingrímur J. Þorsteinsson, Professor of Icelandic Literature at the University of Iceland, Reykjavík.

## NORWAY

## GENERAL

*ACROSS THE NORTH SEA.* Ed. by A. J. Martin and F. Wulfsberg. Aschehoug. 152 pp. Price \$2.40 bound.

This book illustrates the close connection between Britain and Norway during the ages. It deals with direct contacts through sea voyages as well as cultural aspects like exchange of ideas and impulses.

*BALSTAD, LIV.* *Nord for det øde hav.* Eide. Bergen. 428 pp. 16 plates. Price \$4.00 paper, \$5.00 bound.

For many years the author lived on Svalbard, the far northern outpost of Norway in the Arctic Ocean, where her husband was the chief representative of the Norwegian government. Mrs. Balstad gives a vivid picture of the joys and sorrows of a coal mining town in the frozen north, of the mine accidents and the daily hardships during the long, dark winters. But she also lets her readers share the happiness of the population when the sun again appears above the horizon and connections with the mother country are resumed in the spring. One will learn to appreciate the tremendous importance of every little improvement in everyday life, when living "north of the desolate sea".

*CHRISTENSEN, CHR. A. R.* *Norway, a Democratic Kingdom, 1905-1955.* Dreyer. 47 pp. Ill. Price \$1.50.

A slender, yet very instructive publication reviewing Norway's progress during the last half century.

*EGGE, PETER.* *Minner fra lange reiser og hjemmefra.* Gyldendal. 250 pp. Price \$3.60 paper, \$4.25 bound.

This book is the fourth and last of a series of memoirs and deals with the period beginning with 1920. This final volume is replete with events and observations and is characterized by the author's profound understanding and his sense of that which is genuine.

*DET GAMLE BERGEN.* Erindringer i billeder og tekst fra en by i fest og hverdag. Ed. by Gustav Brosing. Eide. Bergen. 226 pp. Price \$6.00 bound.

A beautiful picture book, dealing with festivity and daily life in Bergen, that old seaport with its many quaint and unique traditions.

*HOEL, SIGURD.* *Tanker om norsk diktning.* Gyldendal. 269 pp. Price \$4.25 paper, \$5.00 bound.

This is not a history of literature, but a collection of articles dealing with various aspects of Norwegian literature. They were

selected by the author himself from his extensive production of essays and his writings as a critic.

*HOHLE, PER.* *Fjell-Norge.* Dreyer. 96 pp. Ill. Price \$4.25 bound.

In contrast to the sea, which has been Norway's main link with the outside world, the mountains were barriers and contributed to create the more characteristic aspects of Norwegian life. The mountains have attracted and inspired artists for centuries. Per Hohle presents in this book the saga of the mountains and has welded the many pictures into a cohesive unit. The book was also published in English this year.

*HOUM, PHILIP.* *Norges litteratur fra 1914 til 1950-årene.* Aschehoug. 598 pp. Ill. Price \$10.80 bound, \$12.25 leather bound.

This is the final volume of the standard work on the history of Norwegian literature. Scientifically thorough, the work is yet elegant and vivid in its style.

*HOWARTH, DAVID.* *Ni liv. Historien om Jan Baalsrud.* Transl. from English. Cappelen. 230 pp. 12 plates. Price \$3.80 bound.

This is a true story from the war in Norway, dealing with the amazing exploits of a man possessing an unbelievable capacity to endure and live through all the fury which a wild, arctic Norwegian mountain region can muster. The story is simply told, yet carries its own powerful message.

*HØYER, LIV NANSEN.* *Nansen og verden.* Cappelen. 329 pp. 16 plates. Price \$5.00 paper, \$6.00 bound.

The first volume of this biography of Nansen showed us the scientist and the realistic yet daring leader of polar expeditions, and the present volume is dedicated to the manner in which Nansen's love for suffering humanity inspired him to great deeds in the cause of displaced persons after the First World War. The book also contains, naturally, episodes from his family life and brings out his strangely complex personality.

*KIELLAND, THOR B.* *Norsk billedvev. 1550-1800.* Vols. 1-3. Gyldendal. 1954-55. Ill. Price \$25.00 per vol.

A gigantic piece of work, dealing with an interesting chapter in Norwegian national art and written by a specialist in the field. The three volumes deal with the picture tapestries and their production among nobles, burghers, and farmers as well as with their use as the furnishings of everyday life in that period.

*KRAFT, SOFIE.* *Fra Osebergfunnets tek-*



*stiler. Fragmenter av billedvev og silkestoffer med rekonstruerte mønstre.* Dreyer. 69 pp. Ill. Price \$5.75 bound.

It is an almost unbelievable fact that the textiles which eleven centuries ago were buried with the viking ships are so well preserved that they may be completely reconstructed. While some of these textiles were of Norwegian origin, others prove to have been imported from far-away lands. This book will also appear in English.

LIE, TRYGVE. *Leve eller dø. Norge i krig.* Tiden. 300 pp. 12 plates. Price \$6.00 bound.

A frank and vivid description of events during the campaign in Norway, by one who had the opportunity to witness everything at close range. An important contribution to the history of the Second World War.

MARTHA. *NORGES KRONPRINSESSE 1929-1954. EN MINNEBOK.* Ed. by N. R. Østgaard. Gyldendal. 125 pp. Ill. Price \$3.75 bound.

A memorial volume which, in text and pictures, pays tribute to the late Crown Princess, who, through her kindness, dignity, and intelligence is assured of a prominent place in the hearts of all Norwegians.

NANSEN, FRIDTJOF. *Dagbok fra 1905.* Aschehoug. LXVII + 184 pp. Price \$3.75 paper, \$4.50 bound.

This diary relates interesting episodes from that eventful year, 1905. One does not ordinarily think of diplomacy in connection with Nansen but the truth is that his outstanding reputation enabled him to be of the greatest service to his country as envoy in London during that extremely critical period.

ONE HUNDRED NORWEGIANS. Edited by Sverre Mortensen and Per Vogt. Tanum. 206 pp. Ill. Price \$9.00 bound.

This beautiful book contains portraits of one hundred Norwegians, each of whom is chosen as representative of his particular phase of Norwegian life and achievement. Each field of endeavor is dealt with on the page opposite to that of the portrait of the one selected to represent it.

ØVERLAND, ARNULF. *Olav Duun.* Second Edition. Aschehoug. 108 pp. Price \$2.00 paper, \$3.40 bound.

A vivid introduction to the writings of Olav Duun. As the book is an unchanged reprinting of the first edition which appeared in 1926, it for that reason does not deal with Duun's latest works.

#### FICTION

BJØRNEBOE, JENS. *Jonas.* Aschehoug. 343 pp. Price \$3.95 paper, \$4.75 bound.

Nobody can remain indifferent to this book. While some will consider it an unjust attack

on the school system of our time, others will interpret it as an entry in the battle for the integrity of the individual, particularly that of the child.

BORGES, JOHAN. *Lillelord.* Aschehoug. 343 pp. Price \$3.75 paper, \$4.25 bound.

In the eyes of most critics this book represents the peak of the author's literary achievements, and is considered the most inspiring work of fiction of the year. Like so many of Borge's books this one deals with child psychology, a topic which no other Norwegian writer can handle with an equally intuitive understanding and psychological insight. The leading character of the book is a spoiled child from a well-to-do home in Oslo prior to the First World War.

CHRISTOV, SOLVEIG. *Syv dager og netter.* Gyldendal. 163 pp. Price \$2.90 paper, \$3.50 bound.

HAALKE, MAGNHILD. *Serinas hus.* Aschehoug. 258 pp. Price \$3.60 paper, \$4.50 bound.

RONGEN, BJØRN. *Ragnhilds rike.* Gyldendal. 240 pp. Price \$3.75 paper, \$4.25 bound.

WILDENVEY, GISKEN. *Andrine og den røde blomsten.* Gyldendal. 352 pp. Price \$3.75 paper, \$4.25 bound.

The first two of these four novels deal with children whose natural growth is stunted by unnatural demands from their surroundings. All of them, however, have as their subjects women with minds that are genuine in contradistinction to the men with whom they live. Miss Christov's book depicts a warm-hearted and tender soul in search of a happiness which not even the other man she meets is capable of giving to a woman of her stature. Magnhild Haalke also relates the story of two very different people who have been joined in unhappy matrimony. In the books of Bjørn Rongen and Giske Wildenvey the reader meets brave undaunted women, gentle and warmhearted in spite of daily struggles.

FØNHUS, MIKKJEL. *Mannen og hunden på den store vidda.* Aschehoug. 168 pp. Price \$2.40 paper, \$3.00 bound.

As always, Fønhus takes his readers into the wild open spaces. This time the locale is Finnmark, with its splendid fishing and its herds of reindeer.

OMRE, ARTHUR. *Mikkelfanten.* Gyldendal. 222 pp. Price \$3.15 paper, \$3.90 bound.

The incidents in this book take place in a remote valley in the middle of the last century. The plot is highly amusing and the story is written in a humorous style.

Compiled by Erling Grønland of the University Library in Oslo.



## SWEDEN

ANDRÉN, NILS. *Från kungavälde till folkstyre*. Ehlin. 164 pp. Price \$1.85 bound.

A survey of trends in Swedish government after 1809, the year when the existing constitution came into force.

Another book by the same author gives a description in English of political life and public administration in the Sweden of our day, as seen against the background of history: Andrén, Nils. *The Government of Sweden*. The Swedish Institute (Forum). 119 pp. Price \$1.90 paper.

EEK, HILDING. *Sveriges utrikespolitik och FN som internationell organisation*. Kooperativa förbundets bokförlag. 91 pp. Price \$1.50 paper.

An analysis of Swedish foreign policies after the Second World War, as they are reflected in the records of the United Nations and the documents of the Swedish Foreign Office. — Swedish opinions about the policy of the United Nations and Sweden's neutrality are the subject of yet another book: Håstad, Elis. *Den svenska utrikesdebatten om FN och alliansfrihet*. Kooperativa förbundets bokförlag. 153 pp. Price \$2.35 paper. Both books are included in an international research program, supported by The Carnegie Endowment for International Peace, and will be translated into English.

EHNMARK, ELOF. *Fredrika Bremer*. Natur och kultur. 88 pp. Price \$1.80 paper.

A brief biography of the famous Swedish novelist, feminist, and humanitarian (1801-65), known as the author of *Hemmen i den nya världen* (Homes of the New World), an important contribution to the knowledge of American life in the middle of the nineteenth century.

HISTORISK STATISTIK FÖR SVERIGE. Historical Statistics of Sweden. Statistiska centralbyrån. Central Bureau of Statistics. 1. Befolkning. Population 1720-1950. 40, 78 pp. Price \$1.50 paper.

This volume with Swedish and English text is the first number of a new series, which will give historical statistics from different fields. The Annual Statistical Abstract of Sweden, which earlier contained also historical statistics, now is confined to information on current figures, usually for the last ten years.

HJELMQVIST, BENGT. *Folkbibliotek i bild*. Bilderbok sammanställd. 1. Bibliotek på landsbygden och i mindre städer. Bibliotekstjänst. 55 pp. Price \$6.90 paper.

A volume of instructive photos and floorplans of small Swedish public libraries, accom-

panied with explanatory text. The editor is head of the Library Division of the R. Board of Education. A second volume showing pictures from larger libraries is being prepared. — The book has also been published in English: *Swedish Public Libraries in Pictures*. 1. Country and small town libraries. Bibliotekstjänst, 1956.

HÖJER, KARL JOHAN. *Svensk nykterhetspolitik och nykterhetsvård*. Norstedt. 211 pp. Price \$3.35 paper, \$4.00 bound.

A survey of Swedish temperance policy, published in connection with a revision of legislation in this field.

LINNÉ, CARL VON. *Skrifter*. [Av] Carl Linnaeus. I urval av Knut Hagberg. Natur och kultur. 280 pp. Price \$4.40 paper, \$5.50 bound.

A selection of representative works by the famous eighteenth-century botanist, primarily composed of extracts from accounts of travels, diaries, letters, and lectures.

NY ILLUSTRERAD SVENSK LITTERATURHISTORIA. Huvudred.: E.N. Tigerstedt. Natur och kultur. Price (1-4) \$55.00 bound. 1. Forntiden. Medeltiden. Vasatiden.

This history of Swedish literature, with contributions by several experts, is intended to replace the older work by Henrik Schück and Karl Warburg. — The present volume, which is to be followed by three more, covers the period from the Viking Age to the middle of the seventeenth century. — The work by Erik Hjalmar Linder, *Fyra decennier av nittonhundratalet* (2 ed. Natur och kultur 1952. Price \$14.50 bound), will serve as a supplement for the period 1900-1940.

PERS, ANDERS YNGVE. *Våra dagstidningar*. Natur och kultur. 59 pp. Price \$1.35 paper.

This booklet gives a survey of the Swedish newspaper world and facts about 50 of the most important Swedish newspapers. — It has also been published in English: *Newspapers in Sweden*. The Swedish Institute (Forum) 1954. Price \$1.25 paper.

ROSEN, BO. *Fjäll*. Nordisk rotogravyr. 94 pp. Price \$5.25 paper, \$6.60 bound.

A volume of beautiful photos from the mountains of northern Sweden. — Another book by an excellent photographer and writer gives a fine description of the Lapland mountains: Lundgren, Svante. *Kungsleden*. Nordisk rotogravyr. 160 pp. Price \$5.60 paper, \$7.60 bound.

SELANDER, STEN. *Det levande landskapet i Sverige*. Bonnier. 485 pp., 176 plates. Price \$21.50 paper, \$25.00 bound.

A comprehensive description of Swedish nature and how it has been molded from the

Ice Age to our days. The volume, a standard work in its field, furthermore contains a representative bibliography and many excellent photos.

**SVENSKA MÅSTARTECKNARE.** Sergel. Martin. Ehrensvärd. En konsts bok från Nationalmuseum red. av Gunnar Jungmarker. Ehlin. 176 pp. (Årsbok för svenska statens konstsamlingar. 3.) Price \$4.00 paper, \$5.25 bound.

A volume with beautiful drawings by three outstanding Swedish artists of the eighteenth century: Sergel, the sculptor, Martin, the painter, and Ehrensvärd, philosopher of art and admiral of the fleet. The masters and their works are introduced by three experts.

**SÖDERBERG, ROLF.** *Den svenska konsten under 1900-talet.* Måleri, skulptur, grafik. Bonnier. 359 pp. Price \$10.00 paper, \$12.75 bound.

A history of Swedish art from 1900 to our days with dependable characterizations of works as well as biographical data on the artists. Parallels are also drawn with contemporary literature and music. The volume contains a valuable bibliography.

**SÖDERGRAN, EDITH.** *Ediths brev.* Brev från Edith Södergran till Hagar Olsson. Med kommentar av Hagar Olsson. Bonnier. 229 pp. Price \$4.35 paper, \$5.60 bound.

These letters from the Swedish-Finnish poet Edith Södergran (1892-1923) to a friend of hers, written in a very personal manner, are of great importance for the understanding of the life and work of a pioneer in modern Swedish poetry.

#### FICTION

**AHLIN, LARS.** *Kvinna, kvinna.* Roman. Bonnier. 232 pp. Price \$4.25 paper, \$5.25 bound.

A novel about love as a source of desire and pain. It is a story intricately composed but with many brilliant passages; it takes place in the author's home province, Medelpad, in the middle of the nineteenth century.

**LIDMAN, SARA.** *Hjortronlandet.* Bonnier. 275 pp. Price \$4.35 paper, \$5.40 bound.

An intense and suggestive novel by a noteworthy young authoress about the life of poor

crofters in the province of Västerbotten in northern Sweden. Dialect words are not used to the same extent in this book as in *Tjärdalen*, her first book. (See *American-Scandinavian Review*, 1954, p. 366.)

**NILSSON PIRATEN, FRITIOF.** *Vänner emellan.* Bonnier. 282 pp. Price \$4.75 paper, \$5.75 bound.

An entertaining book of short stories with motifs from the southernmost province of Sweden, Skåne. The author is a splendid storyteller and humorist.

**NISSER, PETER.** *Vredens födelse.* Bonnier. 237 pp. Price \$4.40 paper, \$5.75 bound.

This is the second volume about Simon Wessel's adventures during Charles XII's Russian war. (See *American-Scandinavian Review*, 1955, p. 395.) It can be characterized as a good historical novel, combining tension, atmosphere, and a graphic style.

#### POETRY

**EKELÖF, GUNNAR.** *Strömtes.* Bonnier. 121 pp. Price \$3.25 paper, \$4.25 bound.

A collection of poems by one of Sweden's leading poets of today, mixing seriousness and farce in a magic style.

**HOLMQVIST, BENGT. & FOLKE ISAKSSON** (eds.), *50-talslyrik* Ett urval. Bonnier. 152 pp. Price \$3.20 paper, \$3.85 bound.

A representative selection of lyrics by the youngest generation of Swedish poets.

**ÖSTERLING, ANDERS.** *Vårens löv och höstens.* Bonnier. 108 pp. Price \$3.25 paper, \$4.25 bound.

Poems, traditional in form but commanding a wide range of subjects. Skåne, the poet's home province, is represented by several genre-pieces, but the collection also includes poems with classical motifs and more personal confessions. The author, who is Secretary of the Swedish Academy, made his début at the beginning of this century.

Compiled by Rune Arnlung, Library Adviser to the Board of Education, Stockholm, with the use of the annotations in *Biblioteksbladet*.

## SCANDINAVIANS IN AMERICA

Dr. Nils G. Sahlin, since 1953 director of The American Swedish Historical Foundation, and its museum, in Philadelphia, recently resigned to become president of Quinnipiac College, in Hamden, near New Haven, Connecticut. This college, which has about one thousand students, was formed in 1952 from a merger of Larson College and the Junior College of Commerce. Dr. Sahlin acted as dean and executive officer of the latter institution for three academic years after returning from Europe, where he had been connected with the Office of Strategic Services during World War II. He was earlier a member of the faculty of Yale University and for five years served as director of The American Swedish Institute in Minneapolis, Minnesota.

The Swedish American Line on August 29 filed in the U. S. District Court for the Southern District of New York its claims against the Italian Line to recover the full amount of the damages, estimated at \$2 million, sustained by the *M. S. Stockholm* and her owners as a result of the collision between the *Andrea Doria* and the *Stockholm* on July 25. SAL is also claiming indemnity from the Italian Line for any amounts which third parties may claim from the Swedish owners as a consequence of the collision.

Sixteen of the famous Sofia Girls, Swedish elite gymnast team, under the direction of their coach for many years, Mrs. Maja Carlquist, arrived in New York September 18 on the *M. S. Kungsholm* for a two-month tour which took them via the Eastern and Middle West-

ern States to the Pacific Coast and thence through entire Canada. This is the fourth time that the troupe, noted for its precision, grace, and skill, visits America. The girls came here first in 1939, and returned in 1948 and 1951 for successful tours.

Fritz O. Fernstrom of Pomona, California, a former paper manufacturer, who died on August 25 at the age of 73, willed \$50,000 to the Sweden-America Foundation in Stockholm. A Fritz O. Fernstrom fund will now be added to the Foundation's five fellowships funds, all of them named after their donors — Anders Zorn, the famous painter and etcher; the ASEA electrical company; the Cooperative Union; the Swedish industrialist J. Sigfrid Edström, who for many years was president of the Foundation, and the Swedish-American businessman J. P. Seeburg. Mr. Fernstrom, who was born and received his education in Sweden, always took an active interest in cultural and commercial relations between his native country and the United States. The Scandinavian department of the University of California in Berkeley is based on donations made by him and two other Americans of Swedish extraction.

Dr. Anton Julius Carlson, renowned physiologist and one of America's leading authorities on nutrition, died in Chicago on September 2, 81 years old. He was Professor Emeritus at the University of Chicago, which he served for 52 years, and had received almost every scientific honor it was possible for him to earn. He had been president of the American Association for the Advance-

ment of Science and of the American Association of University Professors. Eight universities, including the University of Lund, Sweden, had given him honorary degrees, and he was a member of the Swedish Academy of Science. Dr. Carlson, who was popularly known as "Ajax," was born in the western Swedish province of Bohuslän. At the age of seven he started earning his living as a shepherd. After having come to the United States nine years later, he worked as an apprentice carpenter, and then entered Augustana College, a Swedish Lutheran school, to study for the ministry.

*Lutheraneren*, Norwegian language publication of the Evangelical Lutheran Church, Minneapolis, Minn., since 1917, was discontinued in July. Edited by Dr. Herman E. Jorgensen since 1939, it was a continuation of earlier Lutheran publications, the first of which appeared in 1856.

A statue of Leif Erikson, the intrepid Norseman who discovered America in 1000 A.D., was unveiled in Duluth, Minn., August 25. Sculptured by Norwegian-born John Karl Daniels, it is a gift of the Norwegian-American League in Duluth.

A nearly 150-year old spinning wheel, dating from the first organized Norwegian emigration to USA, was recently added to the extensive collections of the Norwegian-American Historical Museum at Decorah, Iowa. Made in 1812, it was brought to this country by an ancestor of the late Captain Joseph M. Johnson, of the Chicago Police, who arrived in New York on October 9, 1825, aboard the sloop *Restauration*, together with 45 other

Norwegian emigrants. So far, this is the only spinning wheel definitely linked with the pioneer 'sloopers.' There are probably more, though, since a spinning wheel was undoubtedly indispensable to all of the 20 women aboard Norway's "Mayflower." On that assumption, the Decorah museum is now trying to locate the missing heirlooms.

J. Steen Jacobsen, of Leif Erikson Lodge, Orange, N. J., was elected new president of the Supreme Lodge, Sons of Norway, at the 34th biennial convention, held in Duluth, Minn.

Dr. Einar Haugen, Professor of Scandinavian at the University of Wisconsin, lectured last spring and early summer in five countries: Iceland, Norway, Denmark, Sweden, and England.

He was invited to lecture in Iceland by the University and was also sponsored by the United States Department of State under the title of United States Specialist. At the University his lectures were under the title of American-Scandinavian Cultural Relations. In addition he addressed the Icelandic Academy of Sciences and the Icelandic Linguistic Society. His parting lecture was in Icelandic on "Your Country and Mine" on the National Broadcasting System of Iceland. His conferences with the Government suggested an American lectureship at the University.

May 1 Dr. Haugen left Iceland and lectured at the Universities of Bergen, Copenhagen, Aarhus, and Oslo. In Oslo also he attended the semi-centennial of Ibsen's death and lectured on the subject of Ibsen in America. He visited his relatives in the valley of Oppdal and collected materials for a monograph on the dialect of Oppdal. In the opinion of many Dr. Haugen is the world's lead-

ing interpreter of the numerous Norwegian dialects.

Finally Dr. Haugen attended the International Conference of Scandinavian Studies at Cambridge University in England, where he spoke on these studies in America.

The Danish-American painter Ivan Opffer's portrait sketch of W. B. Yeats has recently been purchased by the National Portrait Gallery in London. This year Mr. Opffer painted a portrait of Henry Goddard Leach, which has been acquired by the American-Scandinavian Foundation for its national headquarters in New York.

United Evangelical Lutheran Church of Blair, Neb., with 57,000 members — the largest of the two Lutheran synods with Danish background — will be merging with The Evangelical Lutheran Church, which has headquarters in Minneapolis and is of Norwegian background, and the American Lutheran Church with headquarters in Columbus, Ohio, which has Germanic back-

ground. The name of the new body will be the American Lutheran Church and will have about two million members. Final establishment of the new body is set for January 1, 1960.

A life-dream of Baroness Alma Dahlerup, President of the Danish-American Women's Association, Inc., was realized September 18 when she unveiled a statue of Hans Christian Andersen in Central Park, New York City. Mayor Wagner had proclaimed that day "Denmark Day" for the city. George J. Lober was the sculptor. The chairman of the Committee raising a fund of \$75,000 for the statue was another American of Danish ancestry, Mr. Just Lunning. This benign monument in bronze will be the center for the public recital of fairy tales. The funds for its erection were contributed by the children of Denmark and New York City and their friends. There were addresses at the unveiling by Hon. Robert Moses, several city officials, the Danish Ambassador, and the Danish Minister of Education.



# THE QUARTER'S HISTORY



**DENMARK**

RADIANT SUNSHINE beamed upon the throngs of Danes and Americans assembled in Rebild National Park on July 4 to celebrate the American Independence Day. The blooming heather on the Rebild hills formed a natural amphitheater for the festival made even brighter with the American and Danish national flags and the flags of all the States in the American Union.

King Frederik and Queen Ingrid were there, Prime Minister H. C. Hansen, the American and the Danish Ambassadors and high officials of both nations. The attendance was variously estimated at between 40,000 and 50,000 people, Danes, visiting Americans and Americans of Danish birth or descent.

In the nearby city of Aalborg, people had stood in line from early morning to buy raincoats, for steady rain was falling, but the rain was only Nature's way of clearing the day for festival. Meanwhile some 5-6000 people had braved the raindrops in welcoming the King and Queen on their arrival at Aalborg on the royal yacht, the *Dannebrog*. But by noon the sun broke through and all was well, and an hour before the festival started people arrived in droves by bus, car, bicycle, and on foot across the heather. They soon blanketed the hills.

The main speakers were Prime Minister Hansen, Ambassador Henrik Kauffmann, Ambassador Robert Coe, President Holger Bladt of the Rebild National Park Board, and Borge Rosing, the Board Secretary. Warm tributes

were also paid to the memory of Jean Hersholt, who for many years had taken a great interest in the Rebild Festival.

PREMIER and Foreign Minister H. C. Hansen upon his return from a visit to the Faroe Islands, flew to London in August to attend the Suez Conference in which he took an active part. A statement at the Conference by the Danish Premier said that "we see no fundamental conflict of interest between Egypt and other nations who use the Canal." In conclusion the Danish Premier said that "we do not wish in any manner to force a special solution. I noted with special satisfaction that Mr. Dulles declared that the proposal was not an ultimatum. We submit a proposal to share the responsibility with Egypt not only in our own interest; I think that it is also in the interest of Egypt; and I wish once more to appeal to the Egyptian Government to accept the proposal in the same spirit in which it will be presented."

Upon his return to Copenhagen, Mr. Hansen spoke over the State Radio. "The crisis", he said, "must be solved by negotiation; it must be solved peacefully. Any other solution invites an enormous risk which must be avoided." (Denmark is the tenth largest customer of the Suez Canal with some 3 million tons of Danish shipping passing through the canal per year paying tolls in the amount of 15 to 16 million kroner).

SOME 80 SCHOLARS from 18 countries attended the recent First International Congress for Luther Research in the



city of Aarhus, Denmark. The purpose of the six-day Congress, convened by the Commission on Theology of the Lutheran World Federation, was to discuss the problems of Luther research and explore the possibility of coordinating this work, but Professor Regin Prenter, member of the Aarhus University faculty and chairman of the Commission on Theology of the LWF, said in conclusion that Lutheran research findings will not immediately be accessible to local churches.

THE POST OFFICE Departments of Denmark, Finland, Iceland, Norway and Sweden observed the annually recurring Norden Day, or Day of the North, on October 30, by issuing two postage stamps of similar design to emphasize the close relations existing among their countries. This is believed to be the first time in the history of philately that such an arrangement has been made.

MRS. ELEANOR ROOSEVELT paid a three-day visit to Denmark in August accompanied by two grandsons, Haven Roosevelt and John Roosevelt Boettiger. She spoke on "Human Rights" in the Festival Hall of the University of Copenhagen under the auspices of Danish Women's National Council and the Joint Council for the United Nations. Part of her address was broadcast over the Danish State Radio. The following day Mrs. Roosevelt visited the Jo Davidson bust of her late husband



Danish Information Office

BUST OF FRANKLIN D. ROOSEVELT  
BY JO DAVIDSON

which was erected in 1953 at the Sct. Annae Plaza in Copenhagen.

THE REVIEW records with deep regret the recent death of Svend Wændelin, Librarian of the Danish-American Emigrant Archives in Copenhagen. He was 62 years old. — Other prominent Danes who passed away during the last quarter were Professor H. M. Hansen, Rector Magnificus of the University of Copenhagen, and Leck Fischer, the well-known author and playwright.

*Reactions in Scandinavia to the uprising in Hungary and the British-French intervention in Egypt, as well as the dispatch of Scandinavian troops to supervise the armistice, will be dealt with in the Quarter's History of the Spring 1957 Number.*



## ICELAND

ON AUGUST FIRST President Asgeir Asgeirsson was inaugurated for his second term of four years. He was unopposed. After a service in the Reykjavik Cathedral, a simple but dignified inaugural ceremony took place in the Alþing Building. "The Icelandic Experiment in maintaining such a small State with justice and culture shall succeed," the President said in his address. "We rely upon the country's resources and the character of the people. We believe that every difficulty shall, with God's help, be solved by common sense, fortitude and energy, and the future of the Icelandic Nation will be bright."

MEANWHILE the new coalition Government, formed in July by the Progressive Party, the Social-Democratic Party and the Labor Alliance (Communists) faced formidable difficulties at home and abroad. A new and sharp rise in wages and prices was imminent in the fall, making the inflation problem more acute than ever and the entire economy more insecure. In foreign affairs the Icelanders, asking for the withdrawal of military troops from Keflavik airport, received a unanimous appeal from the other NATO members, through the organization's Council, for the maintenance of the troops in Iceland.

THE POLICY of the new Government can be summarized as follows: In foreign affairs continued membership in NATO and co-operation with the NATO countries (This was even agreed to by the communist-dominated

Labor Alliance!) — but the troops are to be withdrawn. The economic problems shall be solved by seeking full cooperation of the labor and farming organizations, so that the measures taken will not be undone by strike action. Finally the productive capacity of Iceland is to be further developed by new trawlers, power stations, harbors and progress in agriculture.

SHORTLY AFTER TAKING POWER the new foreign minister, Mr. Guðmundur I. Guðmundsson, issued a declaration outlining in some detail the foreign policy of the new Government. He pointed out that when Iceland joined the Atlantic Pact, three cabinet ministers had gone to Washington to discuss Icelandic participation with Secretary of State Dean Acheson and his assistants. The Icelanders at that time explained that their country was not prepared to allow military forces to be stationed in their territory in peacetime, nor would they abandon the traditional Icelandic policy of maintaining no military forces themselves. The Icelanders were then assured that in spite of these conditions Iceland's participation would be valuable to NATO, and that they would be expected to provide bases only in case of war. The Icelanders were promised that there would be no military forces stationed in their country in peacetime. Foreign Minister Guðmundsson pointed out in his declaration that the Icelanders had agreed to the entry of American troops because of the Korean War, but now felt that one should revert to the agreements of 1949. He said that the Keflavik airfield ought to be maintained by the Icelanders and such foreign civilian technicians as were necessary, and the base should at all times be immediately ready for

NATO use should the need arise. Mr. Guðmundsson concluded by stating that it was definitely not the Icelanders' intention to leave NATO — on the contrary they wanted to continue their membership and their cooperation with the NATO countries.

THESE MATTERS have been widely discussed in Iceland as well as in the world press. The opposition Conservative Party maintains that this is not the time to ask for the withdrawal of the troops and many Western European and American papers have criticized the Icelandic attitude. The Government newspapers in Reykjavik have claimed that the foreign press has received insufficient and often misleading reports about the situation in Iceland and the Icelandic position.

THE FIRST STEP towards solving the inflation problem was taken by the Government in late August, when it "froze" all wages and prices for a four-month period, while long range measures were prepared. At the same time a commission was appointed to study thoroughly the economic situation, and the International Monetary Fund was asked for technical assistance. Two of its leading economists were sent to Iceland, but their findings or proposals have not yet been published. Political observers point out, that the drastic step of "freezing" prices and wages by law could never have been carried out without the full co-operation of the Labor Alliance, which controls a large segment of the labor unions. This co-operation was secured by the participation of the communist-controlled Alliance in the Government.

THE NINE-HUNDREDTH ANNIVERSARY OF

Skálholt, seat of the Bishops of Southern Iceland for centuries, was celebrated in August. The impressive festivities were attended by bishops from all the Scandinavian countries, numerous Icelandic clerics, and thousands of Icelanders. The cornerstone was laid for a new church at Skálholt, since the old ones have long since disappeared. This is to be expected, as Iceland is notably poor in physical monuments or buildings from the past. President Ásgeirsson dwelt upon this in his speech when he said: "I have never quite understood why the Catholic Church did not bring us the enduring art of building in stone. Possibly earthquakes are one reason. But we should not complain, because the Church brought us another and even more enduring art — the art of the alphabet and bookmaking."

THE THIRD VIKING CONGRESS was held in Reykjavik in July. This was a gathering of some fifty scholars from Scandinavia and the British Isles specializing in the viking period.

AMBASSADOR SIGURÐUR NORDAL's seventieth birthday was celebrated on September 14 in the National Theater in Reykjavik. The Ambassador, home from his post in Copenhagen, was acclaimed for his great contributions to Icelandic culture, history and scholarship, as well as his achievements as Iceland's leading "Ambassador of Culture" for decades before he was appointed Icelandic Ambassador to Denmark. A tribute in the form of a book, aptly named *Nordæla*, was also published on this occasion.

PROFESSOR FINNBOGI GUÐMUNDSSON has returned to Iceland after serving five years as Professor of Icelandic at the

University of Manitoba. He was the first man to occupy this new chair in Winnipeg and served with great distinction.

THE ICELANDERS numbered a grand total of 159,480 at the December 1, 1955, census. This was again a healthy increase, most of which was accounted for in Reykjavik and other towns, while the countryside showed almost unchanged figures.

IT WAS A SMALL CONSOLATION to the tree-planting Icelanders, struggling to reforest their country, that scientists have found fossils of huge trees in eastern Iceland. The fossils are 40-60 million years old.

AFTER REPORTING in these pages for almost a decade that the Icelandic herring fisheries have failed, this correspondent takes pleasure in informing the readers of the *Review* that last summer the herring failed less than it has done for years, in other words, the herring season was the best in years, although not equalling what the Icelanders call a "real herring year". This considerably helped the Icelandic treasury. The whaling season was also the best ever and haymaking reasonably good to very good, depending on location. At the spectacular fall roundup of sheep it was estimated that the Icelanders owned 1,500,000 of these wonderful animals, about half of which was slaughtered this fall.



A 7-MEMBER Norwegian delegation, headed by foreign minister Halvard Lange, attended the First Suez Canal conference in London in August. In a statement Mr. Lange said he was in complete agreement with the view expressed by Secretary of State John Foster Dulles that the Canal should not be allowed to become a tool of the policy of any single country. Only a non-political, international administration can protect the interests of the countries using the Canal, he stressed. However, the legitimate interests of Egypt as the territorial sovereign should be duly considered.

The Norwegian government was of the opinion that a solution of the Suez Canal problem will have to meet

certain minimum requirements, the foreign minister said. There must be assurance of free passage without discrimination against any country. The administration must be able and willing to assure efficient operation, maintenance and further development of the Canal. Moreover, as operation of the Canal is a highly complicated task requiring great skill and long experience, some means should be found to assure continued employment of the Suez Canal Company's international staff of trained specialists.

Earlier, Mr. Lange observed that the unilateral action of the Egyptian government, taken without prior notice or consultation, and contrary to all accepted precepts of international conduct, was a serious blow to international trust. The loss of confidence, he warned, might affect the entire scheme of world economic cooperation.

Norway, Sweden and Denmark were among the 18 nations attending the second conference on the Suez Canal problem, which opened in London on September 18. Acceptance of the British invitation was recommended by the foreign ministers of the three countries, after a conference in Stockholm. In an official statement, the foreign ministers added that they felt the Suez problem had now reached the stage where it should be referred to the United Nations.

Norway was also represented at the conference to organize the Cooperative Association of Suez Canal Users—CASCUS, which opened in London on October 1. At a press conference, Mr. Lange declared that the decision to appeal the Suez dispute to the U.N. Security Council was "exactly what the three Scandinavian countries had pressed for at the London conference." He said CASCUS should be able to serve a useful purpose by offering its services to shipping companies and the Egyptian government, in case it becomes difficult to maintain traffic through the Canal because of autumn fogs and winter storms. If Egypt refuses to cooperate and the traffic is seriously reduced, he observed, a number of special problems will arise. In addition, Mr. Lange felt CASCUS would be useful as a contact organ for the user countries during further consideration of the dispute.

Norway ranks as No. 2 among the Suez Canal customers, after Great Britain. In 1954, no fewer than 1,728 Norwegian merchant ships, with a total of 18.7 million gross tons, passed through the Canal.

A COMMITTEE, appointed to study the problems and possibilities of introduc-

ing television in Norway, reported that it is technically feasible to build a TV transmission and relay network to cover about 80% of the population in the course of a 12-year period. Assuming that Parliament appropriates enough money to start the work next spring, the first regular TV transmissions, tentatively suggested in the Oslo area, would at the earliest get under way in 1960-61.

The cost of the entire scheme, including 28 transmitters, is estimated at 63 million kroner. As suggested in the report to the Norwegian Broadcasting Corporation, the development would be divided in four 3-year stages. The first stage would make TV available for the 43% of the population living in the Oslo and Bergen regions. Transmission time would be gradually stepped up from 8 to 16 hours per week. The report suggests a license fee of 90 kroner per year, and a 10% tax on TV receivers.

NORWAY has been awarded contracts totaling \$5.3 million—equivalent to 38 million kroner—to supply 40 mm. Bofors anti-air guns and a variety of munitions under the U.S. Off-Shore Procurement Program. The work will be done by Kongsberg Arsenal, Raufoss Munition Works, Norwegian Explosives Industry, and various subcontractors. The contracts were negotiated between the governments of Norway and the United States. Deliveries are to be made over the next two years.

Norwegian negotiator Jens Chr. Hauge, who formerly was Minister of Justice, reports that U.S. Off-Shore procurements in Norway during the last four years, including the latest contracts, come to about \$28 million, or some 200 million kroner. These contracts, he says, have been invaluable in

modernizing production at the beneficiary plants, particularly Raufoss and Kongsberg.

NORSK HYDRO—Norway's largest electro-chemical manufacturing concern, has decided to build a new power plant, Svalgfoss III, to replace two of its present stations along the Tinn river, in Telemark province, Svalgfoss I and II, which have been in operation for 45-50 years. Cost of the new project, to be built deep into the mountainside, is estimated at 47 million kroner.

AN EVENT of momentous significance for the future of Scandinavia's "samer"—or Lapps, recently took place in Norway's northernmost province of Finnmark. Meeting in Karasjokk, representatives of the "samer" in Norway, Sweden and Finland unanimously agreed to establish a joint Nordic Lapp Council. The 3-day session was attended by scientific observers from the three countries, as well as from Denmark, England, the United States, and West Germany. Altogether, about 200 participated in the Karasjokk conference.

According to the resolution which set up the advisory council, the purpose is to promote cooperation among the three participating countries in solving the cultural, social, and economic problems of the Lapps. The Council will include 30 from Norway, 24 from Sweden, and 18 from Finland. The working committee comprises 5 from Norway, 4 from Sweden and 3 from Finland. Both the Council and its working committee shall have a majority of Lapp members. As part of its work, the Council may submit recommendations to state, municipal and scientific authorities, as well as institutions and other groups interested in the welfare

of Scandinavia's ethnic minority.

The Karasjokk conference discussed a number of questions of importance to the future development of the Lapps. The urgent need for an official study of industry and exploitation of natural resources in the Lapp areas was stressed in one of the resolutions. Another emphasized the necessity of a thorough re-evaluation of educational work among the Lapps, citing specifically instruction in the Lapp language—called "samisk," and in the history of this ancient people. The meeting also went on record in favor of inter-Nordic summer school courses for Lapps, and urged that cooperation among Lapp schools in Norway, Sweden, and Finland be put on a firmer footing.

LAST SUMMER, Norway's Arctic Highway was extended to North Cape, one of the most spectacular tourist sights in Europe. At midnight, July 1, Crown Prince Olav officially opened the new road between North Cape and Honningsvåg. Honningsvåg marked the event with a week-long festival, a highlight of which was the selection of the prettiest girl in Finnmark as Princess of North Cape.

Serviced by comfortable busses, the 22-mile road between Honningsvåg and the North Cape plateau leads past a fascinating Lapp encampment, through the magnificent Skipsfjord canyon, and along the whitish Duken or Tablecloth mountain. From many points en route there are fine views of North Cape, with its steep and forbidding cliffs. And from the pavilion atop the 1000-foot high plateau, the view of the Midnight Sun and the Arctic Ocean, at the foot of the precipice, is enthralling.



THE 200-TON PADDLE STEAMER *Skibladner* last summer completed her first hundred years of service on beautiful Lake Mjøsa, largest inland waterway in Norway. According to the owners A/S Oplandske Dampskibsselskap, the White Swan of Mjøsa is "good for another century." Built in 1856, she carries passengers and cargo between towns and villages along the lake shore. Altogether, some 1.6 million tourists have crossed Lake Mjøsa on the veteran vessel.

On her centennial birthday trip around the lake, *Skibladner* was brightly decorated with bunting from stem to stern. At every port of call, she was greeted with flags, gun salutes, brass bands, and cheers, while dignitaries delivered congratulatory addresses. Among the guests were communications minister Kolbjørn Varmann and municipal council chairmen from all around Lake Mjøsa.

TWO OF NORWAY'S sail-training vessels were in the limelight last summer. The square-rigger *Christian Radich* won high honors in the 800 nautical mile international sailing race from Torquay, England, to Lisbon, Portugal, returning to Oslo on August 2. That same day, the bark *Statsraad Lehmkuhl* set sails for her home port of Bergen, following a 9-day visit in New York.

Altogether 22 vessels from 11 nations participated in the Torquay-Lisbon race. The 676 gross ton *Christian Radich*, manned by 84 young salts, captured second prize in the class for training vessels above 100 tons, and finished first of the square-riggers. The *Sørlandet*, another Norwegian square-rigger, with a crew of 70 trainees, was ninth in the above 100 ton class. The would-be seamen are 15-17 years old.



**SWEDEN**

THE GENERAL ELECTIONS to the Second Chamber of the Swedish Riksdag — for 231 seats as against 230 in the 1952 elections — witnessed a gain of 11 seats for the Conservatives and one for the Communists, while the Social Democrats and the Agrarians, forming the present Coalition Cabinet, lost 4 and 7 seats respectively. The Liberals registered a status quo. The elections were held on September 16.

The results give the following distribution of seats for the next four-year period: Social Democrats 106, Liberals 58, Conservatives 42, Agrarians 19 and Communists 6.

Commenting on the outcome of the elections Prime Minister Tage Erlander, the Social Democratic Party leader, said that he did not believe the result justified any reconsideration of the principle of Social Democrat-Agrarian coalition. A similar opinion was voiced by Mr. Gunnar Hedlund, the Agrarian leader. Professor Bertil Ohlin, the Liberal leader, and Mr. Jarl Hjalmarson, the Conservative leader, both maintained that the outcome ought to have a decisive influence on Government policy. Mr. Hjalmarson said the result would bring about a larger platform for increased collaboration between the opposition parties, while Mr. Ohlin recalled that this was the first time in 25 years that the non-socialist parties taken together outranked the socialist ones.

"WE SWEDES have every reason to wish that a safer and more efficient regime will be established for the Suez Canal," Foreign Minister Östen Undén,

who had just returned from the London conference, said in a speech at Kristianopel in southern Sweden on August 19. Sweden's maritime interests, he pointed out, are considerable, the country holding eighth place among the nations using the canal. A solution must be reached by voluntary agreement, and by recommending a plan for an international regime that safeguards Egypt's legitimate interests as well as those of the rest of the world, the London conference ought to become an important step toward a new system. "The crisis obviously is grave," Mr. Undén added, "but I have no doubt that a peaceful solution will be found." From a legal viewpoint, he further observed, the Suez Canal in a certain sense is an international highway, as a result both of an article in the concession and of the 1888 convention guaranteeing the freedom of navigation of the canal. This convention, however, does not provide adequate guarantees, and it should now be modernized. By blocking the canal to Israeli shipping the Foreign Minister said, Egypt has violated the treaty.

The Swedish Foreign Minister also took part in the Suez Canal discussions in Cairo September 3-9, as a member of the committee set up to present and explain the proposals of eighteen of the twenty-two nations which participated in the London conference. The committee also included representatives of Australia, Ethiopia, Iran, and the United States.

The Scandinavian Foreign Ministers, meeting in Stockholm on September 16 to discuss the Suez question, agreed that the problem had entered a phase when it should be referred to the United Nations. At the second Suez Canal conference in London, September 19-22,

Foreign Minister Östen Undén said that Sweden is not going to join the Suez Canal Users' Association at the present time. Denmark, he explained in Stockholm after the conference, followed the same course, while Norway took a more favorable attitude toward CASCU. Last year, Scandinavian tankers totaling 18.2 million tons passed the Suez Canal, Norway accounting for 13.2, Sweden for three, and Denmark for two million. The corresponding figure for Great Britain was 16.2 million tons. Most of the Swedish tankers using the Suez Canal are time-chartered by the big oil companies.

NEW SOVIET espionage, aimed at the radar systems for the Swedish defense, produced a strong reaction in Sweden, as was to be expected, and its repercussions will probably be felt for a long time.

After six months of intensive work by the Security Police, 46-year-old Anatole Ericsson, an instrument expert employed by the L. M. Ericsson telephone and electronics concern in Stockholm, was arrested on August 21. He was accused of having supplied Soviet authorities with blueprints and photographs of Swedish radar devices. This is the fourth big espionage affair in Sweden in five years. In the fall of 1951 Hilding Andersson, a chief petty officer in the Swedish Navy, was arrested for naval espionage, and in 1952 the uncovering of the so-called Enbom spy ring, the activities of which centered on the defense of northernmost Sweden, led to the biggest spy trial in the country's history. Both Andersson and the members of the Enbom ring had sold information to the Soviet Union, while in the so-called Nemec-Jansa affair, which was less serious, the espionage

had been directed via the Czechoslovakian and Rumanian Legations in Stockholm. Hilding Andersson and the two leaders of the Enbom ring were sentenced to life imprisonment at hard labor.

The Soviet Ambassador in Stockholm, Konstantin Rodionov, on September 4 rejected the Swedish protest that had been made in connection with the radar espionage, in which members of the permanent Soviet Trade Delegation in Stockholm had been involved. The acting Swedish Foreign Minister answered that the Swedish measures in the case had been preceded by careful investigations, and that the espionage had now been brought before a court. Swedish protests have been lodged with the Soviet Ambassador in previous espionage affairs, and they have always been rejected.

SWEDEN-AMERICA DAY was observed at the Skansen folk park in Stockholm for the ninth consecutive year on Sunday, September 16. Sam Norup, Minister of Agriculture, who visited the United States a few years ago, was the main speaker. The famous YMCA Chorus, scheduled for an American tour, delivered a program of songs, while a great number of guests brought greetings from the United States.

STRONG REPRESENTATIONS have been made in Moscow by Sweden in the Raoul Wallenberg affair. In a memorandum that was presented to Assistant Foreign Minister A. V. Zacharov on September 27, the Swedish government recalled that the Soviet government eight months ago, in connection with Prime Minister Tage Erlander's and Minister of the Interior Gunnar

Hedlund's visit to Moscow, promised to study carefully the comprehensive Swedish material on Wallenberg and to inform the Swedish government of the result of this investigation. So far, however, nothing has been heard, despite repeated Swedish reminders to the Soviet authorities. After having emphasized the extraordinary importance of this matter to the Swedish government, the memorandum continues: "The fact that the Soviet government has not even seen fit to supply any information about what has been discovered so far during the inquiry has caused the government and public opinion of Sweden great disappointment." This demarche is said to be the most emphatic that has been made by Sweden in the Wallenberg affair. Early in May the Soviet authorities asked for some additional information, and this, which included reports from former prisoners in the Soviet Union, was furnished on May 12. In July, the Soviet Ambassador in Stockholm, Konstantin Rodionov, told the Foreign Office that Moscow authorities were engaged in a detailed study of the whole Swedish material, and that a report would be transmitted as soon as possible.

THE FOURTEENTH St. Erik Fair, which was held in Stockholm September 1-16, became an outstanding success, with twenty-seven countries participating, sixteen of which had pavilions of their own. Visitors numbered about 362,000. Swedish exports received a bigger display on a wider front than ever before. About one-fifth of the country's production is exported, and considering export per inhabitant Sweden holds third place among the nations, following Canada and the Netherlands.



**Great Norwegian Expeditions.** By THOR HEYERDAHL, SØREN RICHTER, AND HJ. RØISER-LARSEN. Dreyers Forlag, Oslo. 1956. Special Edition printed for The American-Scandinavian Foundation, New York. Illustrated with photographs, maps, and sketches. Price \$7.00.

On Bygdøy, near Oslo, there are two museums which pay impressive tribute to the success of Norwegian explorers in many parts of the world. In the one stands Nansen's ship *Fram*, which not only carried that great explorer "farthest north" in the Arctic Seas sixty years ago but also took Amundsen to the far south on his successful assault on the South Pole. In the other museum nearby is the raft *Kon-Tiki*, which carried a later generation of Norwegian explorers across the Pacific Ocean seeking proof of radical theories concerning the use of balsa rafts by South American Indians to reach the South Sea Islands. Recently a statue of Nansen has been erected on Bygdøy showing him as a young man looking out over the Oslo Fjord.

Confronted by the saga of Norway's world-wide explorations through more than a thousand years, as depicted in this handsomely produced volume, one is lost in admiration for the people of this small northern land who have been able to produce such courageous and successful pioneers. *Great Norwegian Expeditions* does not attempt to cover the whole story. It begins with a few pages devoted to the pre-Columbian era including the settling of West Greenland and the discovery of the North American mainland. Then follows an account of the life and travels of Fridtjof Nansen, a 60-page summary of his exploration of Greenland, the building of *Fram*, and an account of the expedition with her along the Northeast Passage, then toward the North Pole, and so back westward toward Greenland. There are several drawings from the pen of Nansen as well as

some of his water-colors. Otto Sverdrup, who also made use of *Fram*, discovered parts of the northern Canadian archipelago which are today of great strategic importance. The account of his work given here emphasizes not only the large area covered by his sledging expeditions but also the thoroughness and accuracy of his work. Two modern weather stations, those at Isachsen and Eureka, stand as permanent memorials to his work in this region.

The longest chapter is devoted to the work of Roald Amundsen, beginning with his membership of the *Belgica* Expedition and concluding with his tragic death in 1928 while searching for a lost expedition off northern Norway. During the three decades of his life as an explorer Amundsen was astonishingly successful. He traveled through the Northwest Passage, reached the South Pole, flew over the North Pole, and led an expedition through the Northeast Passage. The route through the Northern Canadian Islands which he pioneered from Atlantic to Pacific half a century ago is now used regularly by trading and naval vessels. General Røiser-Larsen, the distinguished Norwegian aviation pioneer, has contributed a short but valuable chapter on "Aircraft in Polar Exploration", all the better for its frequent references to his own personal experiences. Thor Heyerdahl provides a summary of the *Kon-Tiki* Expedition well illustrated with photographs and some of Erik Hesselberg's inimitable drawings.

The American-Scandinavian Foundation should be congratulated on arranging for this outstanding example of Norwegian book production to be made available on this side of the Atlantic.

Dartmouth College

TREVOR LLOYD

**My Last Seventy Years.** By HENRY GODDARD LEACH. *Bookman Associates*. 1956. 232 pp. Price \$4.00.

Henry Goddard Leach has had a distinguished career in a number of fields: poet, author, editor, and cultural ambassador, especially in the Scandinavian countries. *My Last Seventy Years* is a combination of personal reminiscence and vignettes of some

of the fascinating people whose paths have crossed his through-out a life that has been rich in achievement and varied in experience.

Endowed at birth with a "goodly heritage" of intellectual curiosity, humor, and an appreciation of Quality in an age where Quantity tends to be in the ascendancy, his indefatigable energy and zest for life first helped him to gain distinction in his undergraduate days at Princeton and later at Harvard, where he earned his degrees of Master of Arts and Doctor of Philosophy. (Professor Barrett Wendell "told the faculty of Harvard that my three-hour examination as candidate for the degree . . . 'was the most brilliant that I have ever attended!'") From Harvard to Scandinavia for two years as a Traveling Fellow, and then back to Cambridge for two more years as Instructor in English; years enlivened by contact with such scintillating minds as George Lyman Kittredge, Charles Townsend Copeland, William Henry Schofield; Bjørnstjerne Bjørnson, symbol of Norwegian nationalism; Sweden's great author, Selma Lagerlöf, and the great Swedish artist, Anders Zorn; Commander William Hovgaard of Denmark, who was to assist in the establishment of The American-Scandinavian Foundation and to become a Charter Trustee.

Mr. Leach served as Secretary of the Foundation and Editor of *The American-Scandinavian Review* until he resigned in 1921 to become Editor of *The Forum*. The chapters devoted to "the magazine of controversy" and the sketches of George Bernard Shaw, Virginia Woolf, and Willa Cather, are among the most interesting of these Seventy Years, and one may only regret that the magazine is no longer in existence.

A lovely tribute to his charming wife, Agnes Brown Leach; brief accounts of Herbert Hoover, Franklin Delano Roosevelt, Sigrid Undset and many other luminaries, round out these pages of a life that has been lived with exhilaration, intensity, and a devotion to the study of the best of mankind's past achievements. Now at 76, he is Honorary President of The American-Scandinavian Foundation and still failing in his efforts to strengthen American-Scandinavian ties which have played such a vital part in his own career. Since the

*The Autobiography of a  
Distinguished American*

## MY LAST SEVENTY YEARS

BY

HENRY GODDARD LEACH

The appearance of Dr. Leach's autobiography, MY LAST SEVENTY YEARS, serves to highlight the literary career of a man who for more than a half-century has been a vital figure in the cultural life of America.

As a friend and admirer of the peoples of Norway, Sweden, and Denmark, and as the Honorary President of the American-Scandinavian Foundation, Dr. Leach has played a significant role in heightening American awareness and appreciation of the art and literature of the Scandinavian nations. His story contains many unforgettable vignettes of the great who influenced his life and contributed to its fullness—George Lyman Kittredge, Selma Lagerlöf, Bjørnstjerne Bjørnson, Sven Hedin, Franklin D. Roosevelt, Woodrow Wilson, Herbert Hoover, Gustav V of Sweden.

As editor of FORUM, "the magazine of controversy," Dr. Leach was in close touch with some of the most creative minds of this century—George Bernard Shaw, Virginia Woolf, Willa Cather, Sigrid Undset, Dr. Niels Bohr, and his encounters with these men and women are vividly recollected in MY LAST SEVENTY YEARS.

\$4.00

**BOOKMAN ASSOCIATES**

"The House of Scholarly and Specialized Studies"

31 UNION SQUARE

N. Y. 3



war, he has continued his lectures at colleges and universities, and, of course, his writing, being presently at work on a novel.

In his closing remarks about George Bernard Shaw, he states that "Shaw shed—the ambition to retain in old age the buoyancy of youth." No ambition will be more easily realized for Henry Goddard Leach—here's to his next three score and ten!

RUTH L. SHERWOOD

**When I Was a Child.** BY VILHELM MOBERG. Knopf. New York. 1956. 280 pp. Price \$3.50.

In this autobiographical novel, Mr. Moberg gives a tender and sensitive, yet powerful, picture of his childhood and early youth in Småland. It is a tale of heartbreak and poverty, but also of a strong love for nature and of the bonds of affection that keep a family together.

The boy, Valter Sträng, grows up in great material want. We follow him through his adolescence, his work in a factory, his first love experiences, his active interest in the growing Social Democratic movement, and we see how the contagious "America fever," which caused six of his brothers and sisters to emigrate, also claims him a victim. In the end, with his father dead, and only Valter and his mother left in the small cottage, the son, after a silent struggle with himself, makes the difficult decision he feels he is morally obliged to make.

Beside Valter tower two persons of antique fibre—his father, the military recruit, who loses his eyesight, and Hulda, his wife, patient and long-suffering. They both personify the dignity, the majesty, almost, not of need and want, but of the enormous courage and the philosophy of cheerfulness and the miraculous lack of envy with which all these hardships are uncomplainingly borne.

The translator, Gustaf Lannestock, has adapted the novel from the original edition, published in Sweden in three volumes as *Soldat med brutet gevär* (*Soldier with Broken Rifle*). In both these exacting tasks he has succeeded admirably. In fact, I cannot remember any Swedish book, the original of which I know, that has been rendered in English as faithfully and artistically as *When I Was a Child*.

HOLGER LUNDBERGH

AAKCKAAKCKAAK



*A distinguished  
and unusual novel  
about Queen Christina of Sweden*

# THE FLIGHT

by RUTH STEPHAN

Why did Christina never marry? Why did she abdicate her throne? Why did she become a Catholic? In a book based on years of research, Ruth Stephan probes this mystery with a sense of high drama and with tenderness and insight. She has written a rich and absorbing book that belongs in the highest category of historical fiction.

"A novel so fine that it commands admiration from the first page to the last . . . we are persuaded that . . . we have been admitted to the Queen's heart and mind, that we have been enabled to see her as she saw herself." —*Saturday Review*

"Written in the language of a poet who sees not only what others' eyes look at, but also forces of the spirit and the heart behind action." —*Chicago Tribune*

"An unusual feat of the imagination." —*New York Herald Tribune Book Review*

\$4.00 at most bookstores

ALFRED A. KNOPF, Publisher

AAKCKAAKCKAAK



**Land of Their Choice.** THE IMMIGRANTS WRITE HOME. EDITED BY THEODORE C. BLEGEN. *The University of Minnesota Press.* Minneapolis, Minn. 1955. 463 pp. Price \$5.75.

In this volume Dr. Blegen, dean of the Graduate School of the University of Minnesota and a distinguished writer on immigrant history, presents in English translation a rich and varied selection of letters written by early Norwegian pioneers to their friends and relatives back home. Having for many years stressed the importance of this type of source material, the editor has culled the most representative and interesting letters from among the thousands that have come to his notice, grouped them in various categories, and supplied the volume with a splendid introduction.

The letters here published, as well as the millions that will never see print, may be said to constitute a composite diary of thousands of people, virtually part of a nation on the move. And what a story they have to tell! In often graphic detail the letters describe the new country and tell of the many hardships, reverses and accomplishments, of journeys undertaken, and of daily life in the new land. A majority of the letters deal with experiences in the Middle West, but there are also accounts of the long voyage across the Atlantic, of immigrant activities in Texas and the Oleana colony in Pennsylvania, and recitals of success and failure among the gold diggers in California.

A number of these letters were printed in Norwegian newspapers at the time and were thus given a much larger forum than originally intended, while others have been found only after painstaking search; a few of the letters have already been published in English translation, but the great majority now appears in print for the first time. Among the letter-writers we find a number of well-known men, ministers and other leaders among the immigrants, while most of the letters selected were penned by a cross-section of the more ordinary immigrants, whose down-to-earth descriptions and comments were quite a bit more apt than their style. We are told that the translators have taken liberties in improving the stylistic quality of a number of the letters, and rightly so (but there does not seem to be any good reason for anglicizing the

*Published in time  
for Christmas giving!*

## A HISTORY OF NORWEGIAN LITERATURE

BY HARALD BEYER

*Translated and edited*

by EINAR HAUGEN

The American-Scandinavian Foundation is proud to announce the publication of *A History of Norwegian Literature* as its second book for 1956. Written by Harald Beyer, Professor of European Literature at the University of Bergen, and published in Norway in 1952, this book has now been translated and edited by Einar Haugen, Thompson Professor of Scandinavian Languages at the University of Wisconsin.

Dr. Beyer has written a comprehensive and very readable account of the literature of Norway from the Eddas and the sagas down to the present day. By stressing the political and sociological backgrounds of the various periods he has produced a stimulating guide to the treasure house of Norwegian literature and culture.

*Illustrated*

**Price \$6.50**

*This book will be mailed free of charge to all Sustaining, Sponsoring, and Life Associates.*

*Members of the Foundation are entitled to a 25% discount on all book purchases.*

**Order from**

**THE AMERICAN-SCANDINAVIAN  
FOUNDATION**

**127 East 73rd Street  
New York 21, N. Y.**

When answering advertisements, please mention THE AMERICAN-SCANDINAVIAN REVIEW

name of a ship like the *Restoration*).

Immigrant letters have been used not infrequently in the past to throw new light on the early history of Scandinavian settlements, and the present volume is a valuable addition to this literature. However, it has truly been said that the real importance of a volume such as this lies in its reflection of the kind of image of America that was conveyed to Europeans by correspondents in the New World. This is a book not only to be read by the researcher and historian but also with pleasure and profit by any one even the most remotely interested in the story of American immigration.

ERIK J. FRIIS

**Merry Christmas, Mr. Baxter.** By EDWARD STREETER. Drawings by DOROTHY WARREN FOX. *Harper*. New York. 1956. 181 pp. Price \$3.00.

In an entertaining and often hilarious new satire on our times, the author of *Father of the Bride*, *Skoal Scandinavia*, and *Dere Mable* takes apart our present-day commercialized Christmas very thoroughly. After reading Mr. Streeter's book it would appear that the real miracle of Christmas in the 1950's is that any of its original spirit is left after the merchants have exploited it so completely.

Mr. Streeter's long-suffering hero, Mr. Baxter, alternately revolts and succumbs to the American Christmas phenomenon—drawing up strict budgets in the fall, only to join in the last minute scramble as the fatal day approaches.

Although Mr. Streeter maintains an essentially kindly attitude towards the Christmas problem, his analysis of the Christmas office party, Christmas card exchange operation, Yuletide obligations to relatives and business associates and hand-outs to apartment building personnel and tradespeople is merciless. Interestingly enough, the Rockefeller Center Christmas tree emerges almost unscathed.

The account of Mr. Baxter's luncheon and Schwartz toy shopping expedition with a grandson should really enlist the sympathies of the "older" generation, and this book will undoubtedly be met with laughs, sympathetic grunts, and sighs of understanding from many weary Santa Clauses as they go over their checkbooks in January.

FRANCES DALE

Everybody enjoys the new book  
by the author of

SKOAL SCANDINAVIA!  
and FATHER OF THE BRIDE

**EDWARD STREETER'S**  
**Merry Christmas,**  
**Mr. Baxter**

THE merry book to give this  
Christmas



At all bookstores • Illustrated • \$3.00

**HARPER & BROTHERS**

49 E. 33rd St., New York 16

New Norwegian **BOOKS**  
for Christmas

**Norway—A Thousand Years of Native Arts and Crafts.** A splendid survey of Norwegian wood-carving, rose painting, weavings, and natural costumes. With 92 illustrations and 8 color plates. Price \$2.50.

**Edvard Grieg.** By David Monrad Johansen. A new and profusely illustrated edition of the best biography of Norway's great composer. Price \$8.00 bound.

**De mørke kilder.** By Johan Borgen. An absorbing novel which equals last year's best-seller, *Lillelord*. Price \$4.00 bound.

**Med England i ildlinjen.** By Trygve Lie. In his volume Trygve Lie tells about the Government-in-exile and Norway's war effort from 1940 to 1942. Price \$6.00 leather bound.

**Lofoten i norsk litteratur og kunst.** Edited by Rolf Thesen. A beautifully illustrated volume presenting the islands of Lofoten and their inhabitants as seen by Norwegian writers and painters. Price \$5.00 bound.

**THYRA FJELLANGER'S BOOK STORE**

Importers of Norwegian books  
Books mailed to any place in the U.S.  
6005—8th Avenue, Brooklyn 20, N.Y.

## BOOK NOTES

The widespread interest in Søren Kierkegaard does not seem to be flagging, but is on the contrary reflected in a number of new publications about him and his work. In *Kierkegaard Commentary* T. H. Croxall has provided students and specialists with a survey of the plan, aims, and methods of the great Danish philosopher, together with explanations of his major works and clarification of his themes. The distinctively religious writings of Kierkegaard are analysed in the concluding chapters. (Harper, 1956. 263 pp. Ill. Price \$5.00). The author, an English scholar, has previously issued *Kierkegaard Studies and Meditations from Kierkegaard*.

Among the many Scandinavian books distributed by W. S. Heinman, 400 East 72nd Street, New York City, is *Christmas Morning in the Snowy North*. This beautifully produced volume contains a wealth of pictures from Scandinavian Yule celebrations, as well as hymns and prayers taken from the Swedish Hymn Book and Book of Common Prayer. The photographs were taken by Gunnar Lundh, and Anders Frostenson's text has been translated into English by Ester and Evelyn Lindström. (Price \$3.00).

*Mad Sea* by Hjalmar Rutzebeck is probably best described by its own subtitle, namely, "The Life and Loves of a Windjammer Sailor". Yearning for a life at sea, the author at an early age ran away from his native Copenhagen and spent ten years on Danish, German, and Norwegian square-riggers. His adventures, some of them quite unbelievable but true, took him from Greenland to Cape Horn and included such episodes as being shipwrecked, shanghaied, cast away, and almost murdered. Truly a whale of an autobiographical yarn! The author, now a resident of California, has previously published three books, among them *Alaska Man's Luck* and *Alaskan Idyll*. (Greenberg, 1956. 284 pp. Price \$3.75).

It has recently been announced that the English author, Robert Simpson, has been awarded the Carl Nielsen Prize for this year in recognition of his outstanding biography and analysis of the Danish master's works entitled, *Carl Nielsen—Symphonist* (Dent 1952).

When answering advertisements, please mention THE AMERICAN-SCANDINAVIAN REVIEW

## THRONSEN CO.

9 MAIDEN LANE, NEW YORK, N.Y.

Quality

- JEWELRY
- WATCHES
- DIAMONDS
- SILVERWARE

Jeweler  
FOR A QUARTER  
OF A CENTURY



NEW • SPECIAL • NEW

MEN'S 17 JEWEL YELLOWCASE STEEL BACK  
THINNEST ULTRASONIC WATERPROOF WATCH  
IN THE WORLD. UNBREAKABLE SPRING: \$39.50

SAME AS ABOVE IN WHITE CASE

Steel Back \$29.50

3 YEARS' GUARANTEE

LADIES' COMPANION SPORT

SAME PRICE

MAIL ORDERS IN U.S.A. ONLY

from Sweden

Linda

a new modern shape in  
fine lead crystal stemware  
by STROMBERGSHYTAN



We cordially invite your inspection.

WHOLESALE ONLY

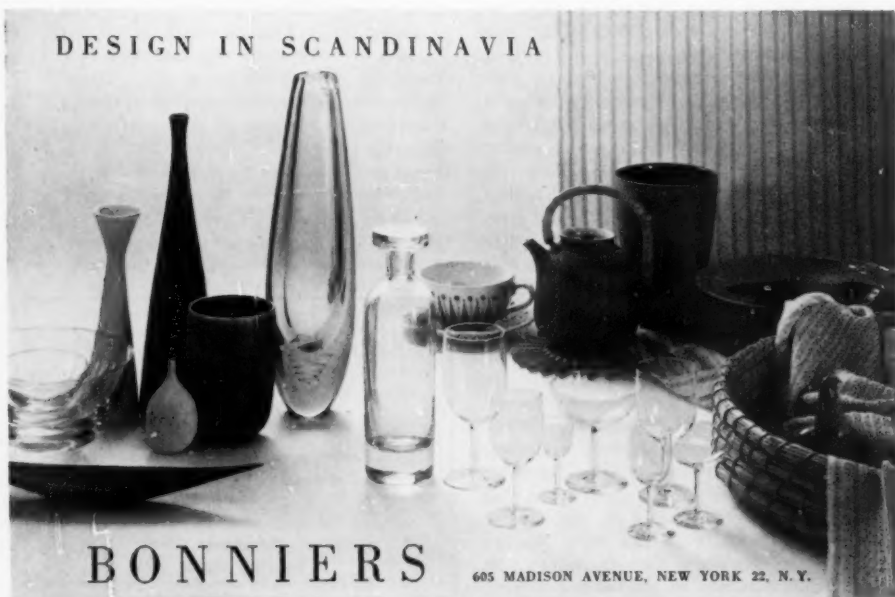
Exclusive U.S.A. distributor

R. F. BRODEGAARD & CO. Inc.

227 FIFTH AVENUE

NEW YORK 10, N. Y.

## DESIGN IN SCANDINAVIA



BONNIERS

605 MADISON AVENUE, NEW YORK 22, N. Y.



Music Center Director David Hall arrived in Copenhagen in early September to begin a nine-month sojourn there as visiting lecturer at the University of Copenhagen under the terms of a Fulbright grant. Wednesday, September 26 marked the beginning of his series of thirty weekly lectures at the Central Hall of the University under the title "The Art and Science of Recording".

The commanding presence of Niels Viggo Bentzon, most important of Denmark's young composers, will make itself felt on the American scene in late February when he arrives in New York to begin an extended lecture-recital tour of the U.S.A. as

a Danmark - Amerika Fellow. After Mr. Bentzon's stay in the New York area from February 27 to March 9, he will go to Louisville, Kentucky, for the premiere and recording of his new work *Pezzi Sinfonici* commissioned by the Louisville Orchestra Society. From March 16 to April 1 Mr. Bentzon will lecture in the Midwest, and after the first week in May will visit the West Coast. On this tour Mr. Bentzon's lecture-recitals will be on two general subjects: (1) Danish Music Today, (2) Danish Music—The Last 100 Years. Although he is still in his '30s, Niels Viggo Bentzon has already passed opus 100 in his musical output, which includes four piano concertos, a half dozen symphonies and a sheaf of superbly idiomatic piano music including the *Woodcuts*, op. 65, which have already been performed with great success in America by Alice Christensen and Ellen Gilberg, both former ASF fellows from Denmark.

The magnificent reception accorded the

When answering advertisements, please mention THE AMERICAN-SCANDINAVIAN REVIEW

Royal Danish Ballet during its seventeen New York appearances at the Metropolitan Opera House, from September 16-30 has been so thoroughly described in the press and periodicals that there is no need to review it here. We do feel, however, that mention deserves to be made of the excellent support provided by the American orchestra which included leading players from the Metropolitan area. Both the Danish conductors, Johan Hye-Knudsen and Arne Hammelboe as well as the guest conductor in America, Robert Zeller, shared responsibility for the unusually high caliber of musical performance.

After its last New York performance on September 30, the Ballet offered twenty-seven out-of-town performances in eleven other cities from October 2-28, including Hartford, Boston, East Lansing, Detroit, Toronto, Rochester, Philadelphia, Washington, D.C., Baltimore, Newark, returning for two performances at the Brooklyn Academy of Music on the afternoon and evening of October 28. Like the Danish National Orchestra of the State Radio's 1952 tour, the Royal Danish Ballet's first American visit was an unqualified success.

This past summer has seen the release of the first recordings of new Scandinavian music to originate in the U.S.A. instead of in Europe. Two long-playing discs on the MGM label offer works that had their first American performances at the Grace Rainey Rogers Auditorium in New York's Metropolitan Museum of Art earlier this year—the *Chamber Concerto for Piano, Winds and Percussion* by Karl-Birger Blomdahl of Sweden and the *Chamber Concerto No. 11 for Trumpet, Horns and Strings* by Denmark's Vagn Holmboe. Both performances are conducted by Carlos Surinach.

## MARIA MUNDAL'S STUDIO

5413 Fifth Avenue,  
Brooklyn 20, N.Y.

Handweaving teacher

At the studio or in your home

Orders filled

Telephone:  
HYacinth 2-6731



## GEORG JENSEN INC.

Georg Jensen silver  
Georg Jensen stainless steel  
Royal Copenhagen porcelain  
Orrefors crystal  
Gustavsberg ceramics  
Nymolle faience  
Tostrup silver  
Saxbo stoneware  
Krenit enamel  
Gense stainless steel  
Universal stainless steel  
Raadvad stainless steel  
Mottala stainless steel

Kosta crystal  
Notsjoe glass  
Arabia dinnerware  
Strombergshyttan crystal  
Bojesen wood  
David Andersen silver  
Karhulla-littala crystal  
Orno lamps  
Furniture by  
Finn Juhl  
Hans Wegner  
Jacob Kjaer  
Karl Ekseli

667 Fifth Avenue, New York 22, N. Y.

When answering advertisements, please mention THE AMERICAN-SCANDINAVIAN REVIEW

## 10 OUTSTANDING CRUISES FOR 1957

### M/s METEOR

#### SPECIAL SCANDINAVIAN SPRING FESTIVAL CRUISE

Sails from Harwich, May 25, 13 days. Features Royal Danish Ballet and Music Festival in Copenhagen, and Festival of Music, Drama and Folklore in Bergen. Visits Eidfjord and Hardangerfjord in beautiful blossom-time. Itinerary includes Hamburg, Gothenburg, Oslo and Stavanger.

4 Cruises to the North Cape and Norwegian Fjords — amidst the scenic grandeur that has won this region increasing popularity with travelers. Sailings: June 8 (from Harwich and Bergen) 12 days; June 21, 10 days—July 2 and July 11, 8 days—from Bergen.

2 Cruises to Svalbard (Spitsbergen) — and beyond to the Pack Ice, as well as visits to the North Cape and the scenic fjords. Sailings from Bergen: July 19 and August 2, 13 days.

Northern Capitals Cruise (including Leningrad)—an 18-day voyage offering an interesting visit to Russia, as well as calls at the colorful Scandinavian capitals of Oslo, Stockholm and Copenhagen. Visby, Helsinki and Hamburg are also included. Sailing from Bergen, August 16.

2 Autumn Cruises to the Mediterranean and the Russian Riviera — each 21 days, sails Sept. 4 from Harwich and Hook of Holland (terminating in Venice), Sept. 26 from Venice (terminating in Hook of Holland).

## 12-DAY ROUND TRIPS: NORWEGIAN COASTAL VOYAGES

To the NORTH CAPE and NORWEGIAN FJORDS Sailing from and returning to Bergen in modern coastal express ships. All-inclusive fare \$180 (includes first class passage, berth, meals, and shore excursions).



Send for beautiful, illustrated brochure

# BERGEN LINE

BERGEN STEAMSHIP CO. INC.

576 FIFTH AVE., NEW YORK 36 • JUDSON 2-1133

## *Ideal Tours* SCANDINAVIA AND EUROPE

Personally Escorted  
and Independent  
Tours—Everywhere

SCANDINAVIAN  
TRAVEL BUREAU INC.

630 Fifth Ave. Rockefeller Ctr.

NEW YORK 20, N. Y.

JUDSON 6-2250.

# Seabon

54 EAST 54 STREET, NEW YORK 22, N.Y.

PLAZA 5-0422



gifts\*  
greeting cards  
books  
Scandinavian imports

\*Write for our new catalog

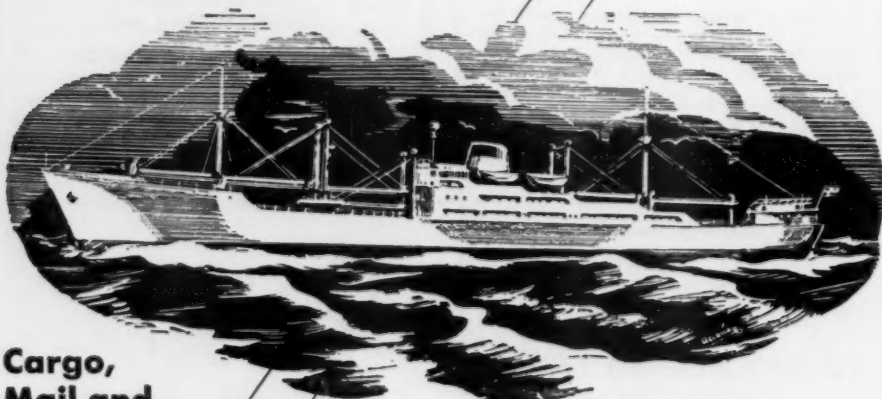


# SWEDISH "TRANSATLANTIC" LINE

FURNESS, WITHY & CO. LTD. General agents: 34 Whitehall Street NEW YORK 4

## East Coast ↔ Sweden Finland

Conjointly with Swedish American Line a *weekly service* is maintained. Every Friday a fast and modern cargo-liner leaves New York for Gothenburg, Helsingborg, Malmö, Stockholm, Helsingfors and Gdynia whereas another cargo-liner sails from Gothenburg to ports within the Portland-Norfolk range. When planning your transports count on this frequent and effective service offered by SAL-TRANS. Excellent accommodations for 12 first-class passengers are available at fares ranging between \$210. and \$300. in-season and \$175. and \$250. off-season.



**Cargo,  
Mail and  
Passengers**

## Pacific Coast ↔ Australia

Monthly, opportunities are offered from all main Pacific Coast ports to main Australian ports. Also frequent sailings are dispatched in the opposite direction. The vessels employed on the Line are of about 9,000 tons dw and carry as a rule 12 first-class passengers. The trip from Los Angeles to Sydney takes about 18 days.

Folders containing full information about the comfortable passenger accommodations offered can be obtained from the general agents.

## PACIFIC AUSTRALIA DIRECT LINE

GENERAL STEAMSHIP CORP. LTD. General agents: 432 California Street SAN FRANCISCO 4

When answering advertisements, please mention THE AMERICAN-SCANDINAVIAN REVIEW

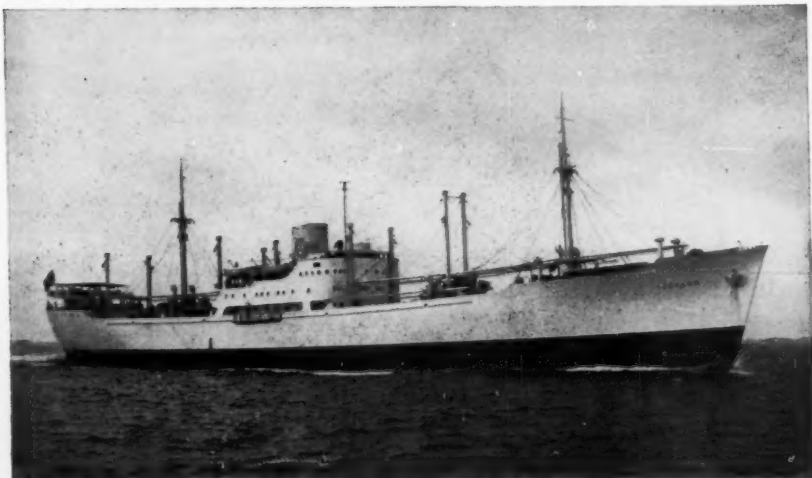


*The Swedish East Asia Company*

(AKTIEBOLAGET SVENSKA OSTASIATISKA KOMPANIET,  
GOTHENBURG, SWEDEN)

*a joint service with*

The De La Rama Steamship Co., Inc., and Blue Funnel Lin



*Regular freight and passenger service between*

**The United States and the Far East**

*under the name of*

**DE LA RAMA LINES**

The Swedish East Asia Company also operates a regular  
service from Europe to The Red Sea, Persian Gulf, India,  
Pakistan, Ceylon, Burma and the Far East.

FOR INFORMATION

*Funch Edye & Co. Inc.*

General Agents 25 Broadway, New York 4, N. Y., Tel. Whitehall 3-2100

General Agents for the Philippines: De La Rama Steamship Co., Inc.,  
Manila, P.I.



When answering advertisements, please mention THE AMERICAN-SCANDINAVIAN REVIEW

# SCANDINAVIA

*by the splendid "White Viking" motor vessels*

## KUNGSHOLM STOCKHOLM



M.S. Stockholm

There is no finer way to begin and end your Scandinavian holiday than on either of these modern, delightfully appointed vessels. Their friendly atmosphere, superb food and courteous, attentive personnel will contribute immeasurably to the pleasure of your trip.

Regular sailings direct to Gothenburg and Copenhagen with convenient connections to all points on the Continent.

The NEW de luxe M. S. GRIPSHOLM now under construction will enter service in 1957. This beautiful new liner — 23,000 gross register tons and 631 feet in length — features the latest in design, luxury, comfort and is, of course, completely air conditioned. The Gripsholm, equipped with Denny-Brown stabilizers to assure her passengers of smooth sailing, will make several cruises each year in addition to regular transatlantic service.

*For schedules, rates and reservations see your travel agent.*

## Swedish American Line

AGENCY, INC.

636 FIFTH AVENUE

(Rockefeller Center)

NEW YORK 20, N.Y.

Boston

Chicago

Los Angeles

San Francisco

Seattle

Calgary

Halifax

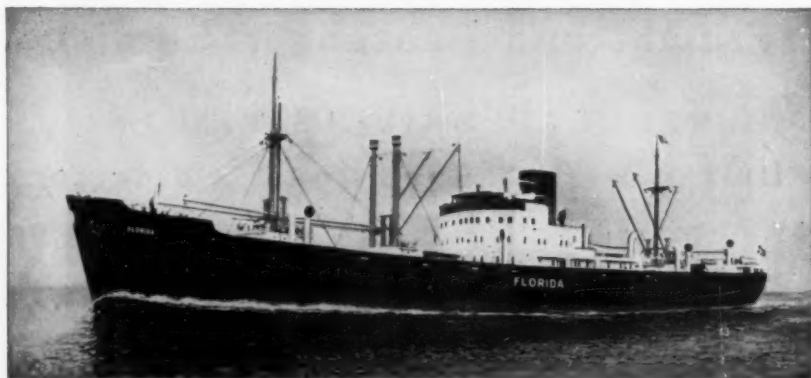
Montreal

Winnipeg

Offices or agents in all principal cities

When answering advertisements, please mention THE AMERICAN-SCANDINAVIAN REVIEW

## *Scandinavian-American Line*



Regular service from United States East Coast Ports to Denmark with modern, comfortable, fast passenger and freight vessels. Sailings about every seven days in each direction.

Relax and enjoy our Danish cuisine and atmosphere.

Fares New-York-Copenhagen or vice versa:

*Berth in Double Cabin—\$175.00 to \$185.00*

*Single Cabin—\$200.00 to \$225.00*

including meals

For further rates and particulars apply to your nearest travel agent or:

**FUNCH, EDYE & CO., Inc.**

General Agents

New York: 25 Broadway

Tel: WHitehall 3-2100

Chicago: 231 S. LaSalle Street

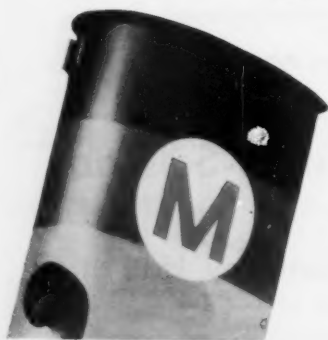
Tel: Central 6-9288

New Orleans: American Bank Bldg.

Tel: Tulane 3266

**Det Forenede Dampskibs-Selskab**  
**Aktieselskab**

**(The United Steamship Company, Ltd.)**  
**Copenhagen**

**AMERICAN FLAG SHIPS****Freight and Passenger Service****REGULAR SAILINGS FROM  
United States East Coast Ports to:****NORWAY • DENMARK  
SWEDEN • POLAND  
FINLAND****MOORE-McCORMACK**  
*Lines*

5 BROADWAY, N. Y. 4, N. Y.

Digby 4-5000

Offices in Principal Cities  
of the World

When answering advertisements, please mention THE AMERICAN-SCANDINAVIAN REVIEW



*Enjoy Your Trip — Go by Ship!*

**REGULAR SAILINGS TO NORWAY AND DENMARK**  
FROM NEW YORK

**S.S. STAVANGERFJORD**

**FEBRUARY 1 — MARCH 1 — MARCH 29**

One Way—Minimum Rates: **First Class \$260, Cabin Class \$215, Tourist Class \$180**  
Convenient and frequent connections  
to all points in Scandinavia.

*Carefree Cruises 1957*

**The New Motorship**  
**BERGENSFJORD**

**Mid-Winter Cruise 17 Days**  
West Indies and South America  
From New York Friday, January 18

**West Africa —**  
**Mediterranean Cruise 57 Days**  
From New York Thursday, February 7

**North Cape — Baltic**  
**Cruise 41 Days**  
From New York Tuesday, July 2

**The Popular Motorship**  
**OSLOFJORD**

**Caribbean Grand**  
**Cruise 33 Days**  
From New York Friday, January 11

**Around South Africa 54 Days**  
**Carnival Cruise**  
From New York Friday, February 5

**Easter Cruise 10 Days**  
**West Indies**  
From New York Friday, April 12

**Norwegian America Line**  
AGENCY, INC.

**24 STATE STREET**

CHICAGO

•

MINNEAPOLIS

•

SEATTLE

•

SAN FRANCISCO

•

MONTREAL

**NEW YORK 4, N. Y.**

When answering advertisements, please mention THE AMERICAN-SCANDINAVIAN REVIEW





**Modern passenger and freight motorships  
in dependable world-wide services**

*U. S. and Canadian West Coast Ports, Central America and Virgin  
Islands to United Kingdom, Continental and Scandinavian Ports*



*Scandinavian, United Kingdom and Continental Ports to Red Sea,  
India, Straits Settlements, Siam, Far East, Japan and Australia*

THE *East Asiatic* COMPANY, INC.



LOS ANGELES

NEW YORK  
SAN FRANCISCO

PORTLAND

When answering advertisements, please mention THE AMERICAN-SCANDINAVIAN REVIEW

# WEST COAST LINE

GENERAL AGENTS FOR

**J. LAURITZEN, COPENHAGEN**

DIRECT SERVICE

*from*

**ATLANTIC COAST and GULF PORTS**

*To*

**CANAL ZONE, PANAMA, COLOMBIA,  
ECUADOR, PERU, BOLIVIA, CHILE**

*For Information Apply*

**WEST COAST LINE, INC.**

67 BROAD STREET  
Telephone: Whitehall 3-9600  
New York, N.Y.

309 CARONDELET BLDG.  
Telephone: Tulane 6751  
New Orleans, La.

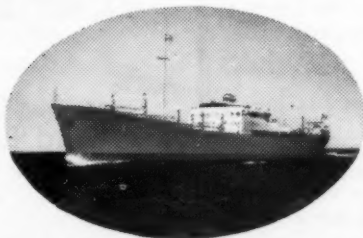


*Johnson Line*

REDERI AB NORDSTJERNAN • STOCKHOLM • SWEDEN

**A. JOHNSON & CO., INC.**

21 WEST STREET • NEW YORK 6, N.Y.



When answering advertisements, please mention THE AMERICAN-SCANDINAVIAN REVIEW

## *Stella Polaris*

### THE IDEAL CRUISE SHIP

Completely Air-Conditioned

## MEDITERRANEAN SPRING CRUISE

Including Greek Isles, Dalmatian Coast,  
North Africa. Sailing from New Orleans  
March 31, 1957  
(terminating in England, June 7)  
69 days, 28 ports. Unusually varied itiner-  
ary. April and May are the ideal months  
for Mediterranean cruising.  
Rates from \$1595

## 5 SUMMER CRUISES IN SCANDINAVIA 1957

Sailing from and returning to Europe  
The first three cruises—15 days each (June  
13, June 29, July 15)—include the Nor-  
wegian fjords, the North Cape and Land  
of the Midnight Sun. Rates from \$345.  
The last two cruises—16 days each (July 30,  
August 15)—combine visits to the Scandi-  
navian capitals and the Norwegian Fjords.  
Rates from \$290

## AUTUMN MEDITERRANEAN CRUISE • 1957

Sailing from Boulogne (Sept. 2) and  
Southampton (Sept. 3). Terminating in  
Monte Carlo (23 days) or Southampton  
(31 days).

Wise travelers will appreciate the attrac-  
tiveness of this thrift-season cruise. An  
exceptional itinerary includes North Africa,  
Greece and the Greek Islands, Portugal  
Spain and Sicily. Rates from \$500

Also winter cruises to the West Indies and  
South America, sailing from New Orleans.



## CLIPPER LINE

MALMO, SWEDEN

New York office: CLIPPER LINE, INC.  
277 PARK AVENUE, NEW YORK 17  
Phone: MURRAY HILL 8-8444

## BARBER STEAMSHIP LINES, INC. NEW YORK

General Agents For

WILH. WILHELMSSEN

Regular and Frequent Sailings

North Atlantic Ports

To Norway

South Atlantic Ports

To Scandinavia and Baltic

Gulf Ports

To Continent, Scandinavia and Baltic

General Offices

17 Battery Pl., New York 4, N. Y.

WHitehall 4-1300



## NOPAL LINE

The Northern Pan-America Line A/S.,  
Øivind Lorentzen, Oslo, Norway.

## U.S. GULF-BRAZIL-RIVER PLATE

General Agents:

Øivind Lorentzen, Inc.

21 West Street, New York.

WH 3-1572



## SCHOUS BREWERY

OSLO - NORWAY

**You must have SCHOUS  
in the HOUSE.**

*Representative in New York*

L. Fatato, Inc.

314-18 Second St., Brooklyn 15, N. Y.  
Telephone SOuth 8-5580

*Representative in Oakland*

Standard Wholesale Grocery, Inc.  
400 Oak Street, Oakland 7, Calif.  
Tel: Templebar 2-5601

*Representative in Chicago*

Stacole Company

24 West North Ave., Chicago, Ill.

*For Ships Stores Use*

Messrs. Schou-Gallis Co., Ltd.

250 Sacramento St., San Francisco, Calif.  
Telephone EX 2-4671

Messrs. Samuel Meisel & Co.

1600 East Fourth Ave., Baltimore 30, Md.  
Telephone Plaza 2-0600

Telephones DE 7-2130; WH 4-0679



## SMÖRGÅSBORD DELICACIES FROM SWEDEN



FYRTARNETS KUNGSILL  
Matjes Cured Fillets  
of Herring

CARLSON'S  
GAFFELBITAR

SVEA KALASSILL

GREBBESTAD WHOLE  
ANCHOVIES — in  
Lobster Sauce



CARLSON'S SKIN AND BONELESS AND WHOLE ANCHOVIES  
LIGHTHOUSE BRAND VINGA-SILL — in Dill Sauce

### B. WESTERGAARD & CO. INC.

Established 1910

357-363 Thirty-Sixth Street

Brooklyn 32, N.Y.

#### STATEMENT REQUIRED BY THE ACT OF AUGUST 24, 1912, AS AMENDED BY THE ACTS OF MARCH 3, 1933, AND JULY 2, 1946 (TITLE 39, UNITED STATES CODE, SECTION 233) SHOWING THE OWNERSHIP, MANAGEMENT, AND CIRCULATION

Of THE AMERICAN-SCANDINAVIAN REVIEW published quarterly at New York City for December, 1956.

1. The names and addresses of the publisher, editor, managing editor, and business managers are:  
Publisher, The American-Scandinavian Foundation, 127 East 73rd St., New York 21; Editor, Erik J. Friis,  
127 East 73rd St., New York 21; Consulting Editor, Henry Goddard Leach, 1021 Park Avenue, New York 28;  
Business Manager, Erik J. Friis, 127 East 73rd St., New York 21.

2. The owner is: (If owned by a corporation, its name and address must be stated and also immediately thereunder the names and address of stockholders owning or holding 1 percent or more of total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must be given. If owned by a partnership or other unincorporated firm, its name and address, as well as that of each individual member, must be given.) The American-Scandinavian Foundation, 127 East 73rd St., New York 21 (A non-stock corporation); Raymond Dennett, President & Secretary, 127 East 73rd St., New York 21; Hans Christian Sonne, Treasurer, 61 Broadway, New York 6.

3. The known bondholders, mortgagees, and other security holders owning or holding 1 percent or more of total amount of bonds, mortgages, or other securities are: (If there are none, so state.) None.

4. Paragraphs 2 and 3 include, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting; also the statements in the two paragraphs show the affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner.

5. The average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the 12 months preceding the date shown above was: (This information is required from daily, weekly, semiweekly, and triweekly newspapers only.)

ERIK J. FRIIS  
(Signature of Editor)

Sworn to and subscribed before me this 9th day of October, 1956

[SEAL.]

RUTH C. BRUCE  
Notary Public, State of New York  
No. 31-5491900  
Qualified in New York County  
Term expires March 30, 1958

When answering advertisements, please mention THE AMERICAN-SCANDINAVIAN REVIEW



King Vasa Brand  
**KALAS-SILL**

And a Great Variety of  
Other Famous Delicacies.

Anchovies - Herring Tidbits -  
Cocktail Shrimps -  
Sardines - Gjetost - Nøkkelost

**S. A. HARAM & CO., INC.**  
34 Beach Street, New York 13, N. Y.

# AALBORG AKVAVIT

*Distinctively  
Danish*



With buffet supper, canapes or smorgas-  
bord, the right spirit *makes* the occasion.  
Aalborg Akvavit, served ice cold and  
straight, is smooth, dry and delicious—  
delightfully different.

100% potato neutral spirits • 90 proof  
Briones & Company, New York 4, New York

3 SHOWS NIGHTLY  
with

**Bob Lee**  
"The Singing Poet"

FAMOUS  
**Smörgåsbord**

COCKTAILS  
DINNER  
DANCING

# WIVEL

254 W 54 ST. CI 7-9800

*Send a Copy of this*

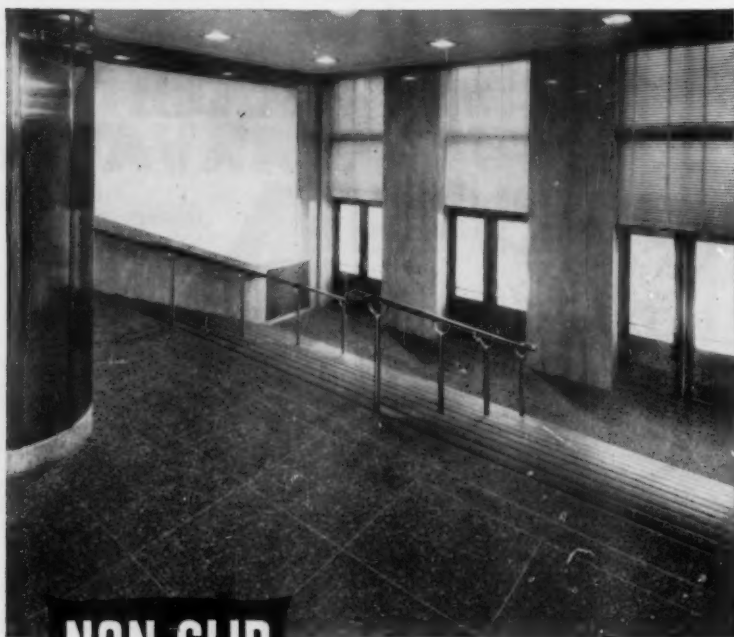
## WINTER NUMBER

*to your friends for Christmas*

We mail them for you and enclose a card  
with your name and Christmas Greetings

ONE DOLLAR PER COPY





**NON-SLIP**  
WET OR DRY

**ALUNDUM Aggregate  
in Terrazzo . . . Spells  
Safety and Long Wear**

Even on stormy days the floors and stairs in this entrance give walking safety because of ALUNDUM Aggregate in the terrazzo.

Here is attractive appearance as well as safety. In your plans for areas where ordinary floors would be slippery when wet, you can meet this condition by specifying terrazzo with ALUNDUM Aggregate — and you can be sure that your floors and stairs will show no signs of wear after years of heavy traffic.

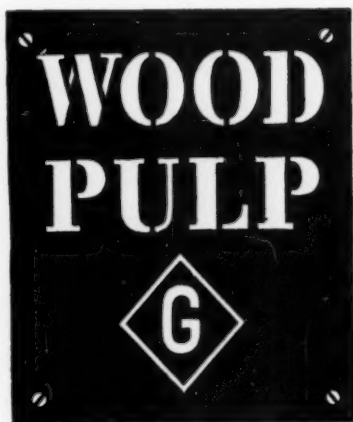
See Sweets File or write for your own copy of the new edition of catalog 1935-F.



NON-SLIP AGGREGATES

**NORTON COMPANY**  
Worcester 6, Mass.

*Established 1886*



"We stand upon the watchtowers of history".

SIR WINSTON CHURCHILL

To know the impact of world events and gauge their meaning was once a privilege of the very few. Not so today. Paper, the product of the Pulp and Paper Industry, brings vital information into every home and makes us all participants in the great ventures of the modern age.



**GOTTESMAN & COMPANY**

—INCORPORATED—

100 PARK AVENUE • NEW YORK 17, N.Y.

EUROPEAN OFFICES: Birger Jarlgatan 8, Stockholm, Sweden

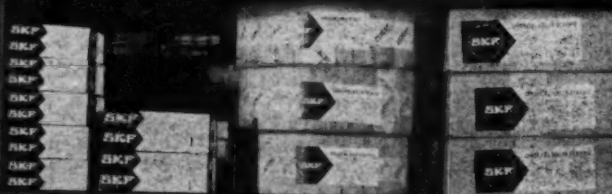
# SKF

## Has Them All

### BALL BEARINGS



### SPHERICAL ROLLER BEARINGS



### CYLINDRICAL ROLLER BEARINGS



### Tyson TAPERED ROLLER BEARINGS



**SKF INDUSTRIES, INC.**  
PHILADELPHIA 32, PA.

—manufacturers of SKF and HESS BRIGHT® bearings.

SUBSIDIARY

**TYSON BEARING CORPORATION**, MASSILLON, OHIO

—manufacturers of Tyson tapered roller bearings.